

ORIGINAL

PUBLIC HEARING

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IN RE:

Proposed Enola Branch Rail Line Abandonment

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DATE: November 19, 2003

TIME: 6:00 p.m.

PLACE: Hoffman Building  
Solanco Fair Ground  
Quarryville, Pennsylvania

Appearing on behalf of the Surface Transportation  
Board:

Victoria Rutson, Chief  
Rini Ghosh, Attorney-Advisor  
Troy Brady, Environmental Protection Specialist

Received 12/19/03

## I N D E X

<u>Speaker</u>	<u>Page</u>
1. David Felpel	13
2. Leo Edgell	14, 86
3. Ken Fillo	16
4. Jane Schreffler	20
5. Timothy Draude	20
6. Scott Kriner	22
7. Ralph Goodno	23
8. Mary Glazier	26
9. Linda Gurtler	29
10. Frank Lynn	30
11. Michael Sullenberger	33
12. Harley Kooker	33
13. Christine Brubaker	35
14. Craig Eshelman	38
15. Phil Allamong	40
16. Pete Shaub	43
17. Tim Smedick	45
18. Dr. Alan Peterson	47
19. Pepper Broad	49
20. Calvin Keene	51

## I N D E X

<u>Speaker</u>	<u>Page</u>
21. Richard Hackman	52
22. Penn Glazier	54
23. Stephen Miller	57
24. John Wiker	60
25. David Morrison	62
26. Mark Young	64, 90
27. Greta Aul	67
28. Tim Fulton	69
29. Jim Roosa	72
30. Mike Bare	73
31. Richard Sprenkle	74
32. Paul Clark	76
33. Barry Longenecker	76
34. Amos Smucker	79
35. Robert Sparklin	80
36. Barbara Brubaker	82
37. John Lapp	83
38. Frank Abel	83
39. John May	84
40. Dr. Philip Taylor	86

## I N D E X

<u>Speaker</u>	<u>Page</u>
41. Dick Huffreys	88
42. Aaron Smucker	89

Written testimony submitted by: \_\_\_\_\_

1. Richard G. Sprenkle, Deputy Secretary  
Conservation and Engineering Services
2. Lancaster County Commissioners  
Molly S. Henderson, Commissioner Elect  
Dick Shellenberger, Commissioner Elect  
Howard Pete Shaub, Vice Chairman
3. Penn Glazier
4. Mim Miller
5. George T. Heebner
6. Dolores Garrett
7. Frederic J. Knerr
8. Tess Miller
9. William R. Miller
10. Richard Shoop
11. Dr. Philip Taylor
12. David R. Morrison
13. Christine Brubaker
14. Linda L. Davis

P R O C E E D I N G S

MS. RUTSON: Good evening, everyone. Thank you for getting settled. I hope you have all discovered the cookies. My staff and I spent many happy hours making cookies.

I know it's a filthy evening, so I really appreciate you taking the time and trouble to come out tonight. Thank you. If everyone is here for the Enola branch meeting, you are more than welcome. If you are not here for the Enola branch meeting, you are more than welcome.

We are going to be talking about rail lines and rail abandonments and trails for a couple hours.

My name is Vicki Rutson. I am the chief of the environmental section in the Surface Transportation Board. That's a small agency located in Washington, D.C.

I am here today with a number of my staff members. And we are pleased to be here with you tonight. And we are here to listen to your comments.

1                   The purpose of tonight's meeting is  
2 what is known as part of the Section 106 process of  
3 the National Historic Preservation Act. Now, what  
4 on earth does all of that mean?

5                   When my agency issues a license for a  
6 rail line to abandon a segment of line or to  
7 construct a segment of line, it means that my agency  
8 must also comply with other federal laws, and that  
9 includes the National Historic Preservation Act.

10                  And that Act requires all agencies to  
11 consider the affect of their decision on historic  
12 sites and structures. So tonight we are here to get  
13 your comments on two documents.

14                  You are welcome to talk about whatever  
15 you would like. We are happy to hear your comments  
16 on anything you want to speak about. The official  
17 reason for the meeting though is to get your  
18 comments on a draft memorandum of agreement that  
19 talks about ways to protect historic properties and  
20 the Enola branch rail line itself, which has been  
21 determined to be an historic rail line. The rail  
22 line itself is historic as are the bridges and

1 structures located on the rail line.

2                   So now we are talking about how to  
3 mitigate adverse impacts to this historic resource.  
4 We are also here to talk about a document called a  
5 notice to the parties. Both of those documents, the  
6 MOA and the notice to the parties, are available in  
7 the back of the room.

8                   The notice to the parties discusses  
9 the possibility of converting the Enola branch rail  
10 line into a trail. What would be required for this  
11 to happen and what Norfolk Southern Railroad thinks  
12 about this and what it would like to see from a  
13 potential trail user.

14                   I know a number of people are  
15 interested in talking about trail use this evening,  
16 and we are happy to get those comments.

17                   We have a court reporter here with us.  
18 So everything you say will be taken down. We also  
19 have a station for submitting written comments.  
20 Also, when you get home, if you think of other  
21 things you would like to say that you didn't have an  
22 opportunity to say tonight, you are welcome to send

1 in written comments to us in Washington. Our  
2 address is in the notice to the parties in the back  
3 of the room. Written comments are due by December  
4 3rd.

5                   Written comments and oral comments all  
6 have the same weight. It's not as though one is  
7 more important than the other. So tonight, because  
8 there's a number of you here to speak,  
9 unfortunately, we are going to need to limit  
10 comments to about three minutes each.

11                   So if you run out of time, please feel  
12 free to submit your comments tonight or send more  
13 comments in after you get home. All are welcome.

14                   What are the next steps in this  
15 process after we get back to Washington and you get  
16 back to your homes? We will assess all of the  
17 comments that have been submitted, received, both  
18 orally this afternoon and orally tonight, in writing  
19 at the comment station and in comments sent to  
20 Washington by December 3rd.

21                   We will be responding to those  
22 comments and issuing another document, probably

1 another notice to the parties. And we will be  
2 finalizing the memorandum of agreement, discussing  
3 how to mitigate adverse affects to the historic  
4 Enola branch line.

5 Now, it's possible while we are  
6 working on the memorandum of agreement that a trail  
7 user could come forward and that the railroad,  
8 Norfolk Southern, would be willing to negotiate with  
9 this trail user for the purpose of creating a trail  
10 use agreement.

11 If that should happen, my agency would  
12 provide time for the railroad and the trail user to  
13 negotiate an agreement.

14 With that, I am going to pass the mic  
15 briefly to Rini Ghosh of my staff. Rini is going to  
16 be talking briefly about the memorandum of  
17 agreement. And then Troy Brady is going to provide  
18 a few instructions for the speakers.

19 The microphone stand moves up and  
20 down. But I think rather than worry about that,  
21 you are welcome to turn the microphone up or down  
22 too so you can be heard. We tried to set it at an

1 average height, which will probably be unsuitable  
2 for everyone here.

3 So thank you so much for coming out,  
4 particularly in these adverse weather conditions.  
5 It's a wonderful showing tonight. And we are  
6 anxious to hear what you have to say. Thank you  
7 very much.

8 MS. GHOSH: Good evening. As Vicki  
9 mentioned, we would like to receive your comments on  
10 a proposed draft memorandum of agreement tonight.  
11 So I will briefly describe this proposed draft  
12 memorandum of agreement.

13 We developed the agreement in  
14 consultation with the Advisory Council on Historic  
15 Preservation, the Pennsylvania Historical and Museum  
16 Commission, Norfolk Southern Railroad and all the  
17 public comments we received on the notice to the  
18 parties we issued last fall.

19 The proposed draft memorandum of  
20 agreement sets forth stipulations for mitigating  
21 adverse affects to the entire historic Enola branch  
22 line.

1                   These stipulations include conducting  
2 archival research by a professional historian of the  
3 rail line and also having a professional historian  
4 document appropriate structures on the rail line to  
5 Pennsylvania state standards.

6                   The documentation and archival  
7 research would be compiled into one cohesive  
8 document to be archived at the Pennsylvania  
9 Historical and Museum Commission.

10                  The draft proposed memorandum of  
11 agreement also sets forth stipulations, particularly  
12 protecting unexpected discovery of your own historic  
13 research that could possibly occur during salvage  
14 activities or during documentation efforts.

15                  Again, as Vicki mentioned, copies of  
16 this proposed draft memorandum of agreement are  
17 attached to the notice to the parties, which are  
18 available on the first table as you walk in through  
19 the doors.

20                  And now Troy Brady will discuss the  
21 ground rules for the speakers at this public  
22 meeting.

1                   MR. BRADY: Hello. As Vicki  
2 mentioned, I'll be going over a few of the ground  
3 rules for participation in the public meeting.  
4 These ground rules were developed to ensure that the  
5 public meeting moves forward as smoothly as  
6 possible. We ask that you please limit your  
7 comments to three minutes.

8                   And to assist you in that regard,  
9 speakers will be alerted that one minute remains by  
10 the showing of a yellow card and that time has  
11 expired by the showing of a red card. And as your  
12 time keeper, I will be sitting to your left.

13                  Due to the limited time and the  
14 tremendous number of people who have pre-registered,  
15 those individuals will speak first and have been  
16 assigned a number.

17                  As for those people who did not  
18 pre-register, they have been assigned a letter and  
19 will be permitted to speak as time allows. Lastly,  
20 I will begin by announcing the first speaker and the  
21 two speakers to follow.

22                  The first speaker tonight is number

1 one David Felpel and to follow him will be Leo  
2 Edgell number 2 and number 3 Ken Fillo.

3 MR. DAVID FELPEL: My name is Dave  
4 Felpel. I am a resident of Providence Township, one  
5 of the municipalities that the rail line passes  
6 through. I am also here to represent the Friends of  
7 the Atglen Susquehanna Trail, and I am the current  
8 board president.

9 As a resident of Providence Township,  
10 I want to state my personal belief that the best way  
11 to mitigate the historic damage to the rail line is  
12 through trail use.

13 And, obviously, I believe Friends of  
14 the Atglen Susquehanna Trail, I believe, I can speak  
15 for them also. Two things I would like to do,  
16 number one, -- and tell me if you want these or not  
17 -- over the years in the life of the project for  
18 Friends of the Atglen Susquehanna Trail, we have  
19 collected petition signatures at county fairs and  
20 public meetings and things like that.

21 In my hand is a stack. I haven't  
22 counted them lately, but they tell me there's almost

1    ten thousand of them there, people who took time to  
2    sign a petition in support of a trail. I would like  
3    to enter them into the records, if you would like  
4    them.

5                   MS. RUTSON: I think we already have  
6    them, but we are more than happy to accept them  
7    again.

8                   MR. FELPEL: Okay. Secondly, back in  
9    1994, we did receive a grant and do a master park  
10   plan or a master trail plan. I would like to leave  
11   them either on the table or up front somewhere for  
12   public viewing afterwards. And I will submit one to  
13   you, if the Board does not have one also.

14                   MS. RUTSON: Would you like to leave  
15   them in the comment area? Would that help?

16                   MR. FELPEL: Sure. Those are the  
17   things I wanted to do. And I'll get out of the way  
18   so more folks can speak.

19                   MR. LEO EDGELL: Good evening. My  
20   name is Leo Edgell. I reside in Quarryville, and I  
21   am for the rails to trail. Right now, the trail is  
22   being used as a dump. I can't see a 25 mile long

1 dump in my neighborhood.

2                   They are dumping tires, mattresses,  
3 and whatever else. As we know, West Nile fever has  
4 hit Quarryville. One person has died here in  
5 Quarryville from the disease.

6                   It comes from mosquitoes, which are  
7 bred in tires. We need to also look at the rail  
8 bed, which is being torn up by four wheelers,  
9 motorcycles, and other vehicles on there, which I  
10 believe is illegal.

11                   I ride bicycle. I am too old to run,  
12 too weak to walk. I ride. I tried riding the roads  
13 around Quarryville. Boy, what an experience. 372  
14 at 55 miles an hour, I can't keep up. And it's very  
15 dangerous.

16                   So I tried to ride the back roads, and  
17 there's no shoulder. So cars try to force you to  
18 make the shoulder. What I am getting at, it's  
19 dangerous.

20                   I do go over to York. They have a  
21 beautiful trail. I know people have talked about  
22 it. I have a book. I rode the whole 40 miles in

1 one day so I could take pictures. Not bad for an  
2 old man.

3 But anyone out here in the audience  
4 that would like to see the pictures, I have them and  
5 I would be more than happy to show them what our  
6 trail could look like if we make it into a trail.

7 And I am hoping that this can come  
8 about. One other thing I hear from people down in  
9 this area is the cost. Who is going to pick up if  
10 someone gets injured? Kane can do wrong. Has  
11 anyone heard of that? I nope so.

12 But if the county takes over, they are  
13 self insured. Or if the state takes over, they are  
14 self insured, which we would have no expenses there  
15 other than our taxes that we already pay. And I  
16 want to thank you for your time.

17 MR. KEN FILLO: Good evening. My name  
18 is Ken Fillo. I am a member of the Lancaster Hiking  
19 Club. I would like to preference my remarks that  
20 originally when I called and preserved this  
21 petition, we were going to speak for the entire  
22 hiking club.

1                   Unfortunately, due to time  
2 constraints, we weren't able to get together, the  
3 entire hiking club, at a meeting and build a  
4 position for the club itself.

5                   So my comments this evening will be  
6 based on the e-mail surveys that we received back  
7 from hiking club members. So it doesn't reflect the  
8 entire organization.

9                   Lancaster Hiking Club is a very active  
10 hiking club here in the county. In 2002, the club  
11 conducted 161 hikes within the region, with 270  
12 members and guests. And our club members hiked a  
13 total of 2,523 miles.

14                   Our membership also maintains 62 miles  
15 of the Conestoga Trail, which subsequently runs  
16 beneath the Enola line at Martic Forge. All of our  
17 survey respondents felt that the lines should be  
18 maintained, that it should be rail bank for use as a  
19 multi-purpose trail, and that it be kept intact  
20 under the auspices of the Lancaster County  
21 Department of Parks and Recreation.

22                   One of our concerns is while we

1 heartedly applaud the members of FAST or their  
2 persistence and vision, we members who maintain the  
3 Conestoga Trail are concerned that the pool of  
4 dedicated volunteers that maintain the Conestoga  
5 Trail also maintain trails with the conservancy and  
6 many of them are also active in your local watershed  
7 associations that, if FAST had the trail, that we  
8 would deplete this pool of dedicated volunteers who  
9 donate their time.

10                   The sheer size to maintain the trail,  
11 the size of the Martic Forge trail is daunting  
12 wanting. But the county has the means already in  
13 place to deal with design issues and consistent  
14 design issues.

15                   They have maintenance personnel. They  
16 can deal with rest rooms, signage. Many of the  
17 municipalities in this region do not have a police  
18 force. Having the park rangers patrols this area,  
19 either by vehicle or horse or bicycle, can deal with  
20 the issues of dumping, litter and vandalism and  
21 partying that presently occur on the line.

22                   Everybody nowadays has cell phones.

1 The more people that use the trail, the more eyes  
2 and ears you have out there with proper signage.  
3 You should be able to contact rangers and contact  
4 them and have them immediately respond.

5           There's a great deal of economic  
6 advantages, which we can document. And we have  
7 opportunities for adjacent landowners to work on  
8 those economic opportunities. People that board  
9 horses can stable horses for people who use the  
10 trails and multiple uses.

11           The York Heritage Trail sites 300,000  
12 users, average of \$6 a day, \$1.8 million that trail  
13 pumps. That's not small change. And to break it up  
14 in the individual municipalities, it's going to be  
15 cheaper to do it now.

16           I know of other municipalities who  
17 currently reactivate abandon rail lines in trails  
18 and are spending \$40,000 just to do title searches.

19           Right now, the diabetes is becoming an  
20 episode in the U.S. And we need to get people  
21 outside and enjoying the outdoors and being active.  
22 Having a trail like this, in the region, removes one

1 of those barriers and gets people out and benefits  
2 the community as a well. Thank you.

3 MS. JANE SCHREFFLER: I represent the  
4 Lancaster County Bird Club. The club stresses that  
5 the key to developing an appreciation for nature and  
6 the environment is education.

7 What better classroom than the natural  
8 setting like a proposed rail trail? The beauty of  
9 this trail is that it would be accessible for all  
10 ages of all hiking abilities, grandparents with  
11 grandchildren, parents with children, teachers and  
12 students.

13 An unbroken trail of 23 miles is a gem  
14 we would like to see preserved for the benefit of  
15 the entire county. Thank you.

16 MR. TIMOTHY DRAUDE: Hi, I am Timothy  
17 Draude. I am the president of the Muhlenberg  
18 Botanical Society in Lancaster. Our organization is  
19 a native plant society. We are dedicated to the  
20 knowledge and conservation of native plants.

21 Being a conservation organization, we  
22 also realize that all of the birds, all of the

1 butterflies, and countless other wildlife depend on  
2 plants. This rail trail or rail line is a prime  
3 opportunity to preserve this habitat.

4           The area along the Susquehanna ravine  
5 is especially significant. It's one of  
6 Pennsylvania's premier natural areas. The number of  
7 endangered and threatened species through the lower  
8 Susquehanna is probably higher than any place else  
9 in the state.

10           We are very interested in not just  
11 plants, but all of the other organisms that  
12 dependent on these plants. And this area along the  
13 lower Susquehanna is pretty much inaccessible in  
14 most of the area. It's private property. And  
15 there's very little public access.

16           This rail line would gain public  
17 access to an area, a very significant natural area,  
18 that is now difficult to understand, to study, or  
19 for use as outdoor recreation.

20           If we preserve this area as a trail, I  
21 think it would be a great benefit to the community.  
22 It would open this very significant area, very

1 beautiful area for the public, for both the  
2 educational value, for the conservation value, and  
3 for outdoor recreation. Thank you.

4 MR. SCOTT KRINER: Good evening. My  
5 name is Scott Kriner. I am from Conestoga. And as  
6 a person interested in local history and recreation  
7 for people who are physically challenged, I am here  
8 this evening to speak to you about the historical  
9 value of the line.

10 My interest started with it back in  
11 1985 when I purchased a set of glass plate negatives  
12 that belonged to a local resident from the turn of  
13 the century when the rail line was under  
14 construction. And it peaked my interest. And I  
15 pursued that, and looked into it.

16 And I think that by maintaining the  
17 line and the bridges and the views that it presents,  
18 I think which are very forming and have a lot to  
19 offer to the historical value and for people to  
20 understand what it took to create that during the  
21 time when it was done.

22 And the main thing I think for me at

1 this point is access. I am always looking for  
2 places in Lancaster County for people to recreate  
3 who are physically challenged. And they are very  
4 few and far between.

5 And I think because of the length of  
6 this line and the ability of people along that  
7 entire length to have total and complete access and  
8 because of the way that it was constructed with it's  
9 level grade, really does give great opportunities  
10 for those types of physical recreation for people.  
11 And I think a lot of people here this evening have  
12 expressed some of these same things.

13 But I do find it very difficult to  
14 find areas to safely recreate and also just to find  
15 a place to do that. So thank you very much.

16 MR. RALPH GOODNO: Good evening. My  
17 name is Ralph Goodno. I live in Conestoga, and I am  
18 a landowner along the line. But I am here tonight  
19 representing the Board of Directors of the Lancaster  
20 County Conservancy.

21 The conservancy is a non-profit  
22 conservation organization that owns and manages 20

1 nature preserves throughout the county, including  
2 one that is directly adjacent to this line and  
3 several others that are in proximity to it. We  
4 manage these lands with trails and to allow the  
5 public to hike and hunt and fish on our properties.

6 We are here in support of this line  
7 becoming a part of the rail trail system and a rail  
8 banking. And we believe that there is significant  
9 benefits to the public to do that.

10 The trail will provide better  
11 management and control of these lands. I have some  
12 years of experience working to build the Appalachian  
13 trail. And one of the things that I ran into early  
14 on when we were trying to design a new trail was the  
15 land owners along the trails felt it was going to  
16 bring in people that were undesirable, that it would  
17 create problems of littering and misuse of the  
18 properties.

19 And they found out just the opposite.  
20 As you bring resources to a public trail, a rail  
21 trail, everything gets better. The litter  
22 disappears. The management improves.

1                   And the conservancy is prepared to  
2 step up and help with that design, with the  
3 implementation of that trail and with the management  
4 of those lands and the trail as well.

5                   We believe it will provide significant  
6 economic benefits, a boost in the arm to create more  
7 outdoor recreational opportunities for visitors and  
8 residents of the county, which is something that the  
9 business communities has been calling for in recent  
10 studies.

11                  There's significant acreage along this  
12 line. I think something on the order of 800 acres,  
13 which needs to be managed for wildlife habitat, for  
14 the benefit of the public as well, and that could be  
15 done as part of this rail trail as well.

16                  So we are suggesting that we ask the  
17 county commissioners to take the responsibility and  
18 leadership to move this forward, to address the  
19 issues, legitimate issues of landowners, and the  
20 safety issues of municipal officials that the  
21 townships are raising, that we complete the  
22 research, the historical research that's necessary

1 and we document the line, that we keep the line  
2 intact as an economic and a natural resource and a  
3 recreational benefit.

4 And, as I said, the conservancy will  
5 offer -- is offering to participate in this process.  
6 Thank you very much.

7 MS. MARY GLAZIER: Thank you very much  
8 for the opportunity to speak to you tonight. My  
9 name is Mary Glazier. I speak in two capacities,  
10 first as an individual who is an avid horse back  
11 rider. I am a also bicycle, but I am going to leave  
12 comments about bicycling to other people here  
13 tonight including my husband.

14 Second, I am here as president of the  
15 Columbia Riding Club. This club was founded in 1949  
16 and has about 150 members. The club has been a  
17 long-time supporter of the conversion of this line,  
18 if abandoned, into a recreational trail and has  
19 supported this commitment financially in donations  
20 to FAST.

21 I moved to Lancaster County in 1970.  
22 Since that time, the county has undergone major

1 changes, mainly due to population growth and the  
2 resulting transformation of agricultural lands into  
3 residential, commercial, and industrial uses.

4                   The Lancaster County Planning  
5 Commission estimates that Lancaster County loses  
6 nearly 3,000 acres of prime farm land per year.  
7 This transformation has affected the county in many  
8 ways - traffic congestion, changes in lifestyle, and  
9 increased demand for public services to name a few.

10                   Of lesser magnitude, but still  
11 important, is the loss of area suitable for horse  
12 back riding.

13                   Traditionally, many Lancaster County  
14 farmers generously shared their land with others by  
15 allowing people to hike, hunt, and horse back ride  
16 on it. But as farmers yield to the relentless  
17 pressure to sell their land for development, the  
18 land once available for horse back riding and other  
19 recreational uses is diminished.

20                   Many stables now sit surrounded by  
21 developments that patrons are no longer able to  
22 enjoy the physical and mental benefits of a

1     leisurely trail ride.

2                     Similarly, the extensive development  
3     of Lancaster County precludes horse back riding on  
4     or along the roads even in rural areas. It's  
5     paralus and inappropriate for people on horse back  
6     to travel most Lancaster County roads.

7                     The horses and riders run the risk of  
8     being struck by a car, and the car could suffer  
9     injuries to its occupants as well.

10                    We are looking at this trail as an  
11     ideal place for shared use, including horse back  
12     riding. It's wide enough to permit both a section  
13     for horse back riding that would be suitably  
14     surfaced as well as a section for hikers, bikers,  
15     and other users.

16                    I have ridden many trails on horse  
17     back and on bicycle. And they are different, but  
18     share many things. And those things that they share  
19     are the warm reception people give one another, the  
20     absence of litter, and the benefit that they bring  
21     to the communities they travel through.

22                    Thank you again very much for the

1 opportunity to share these comments. And I look  
2 forward to seeing this trail preserved in its  
3 entirety and supported by the county and the  
4 community through which it runs. Thank you.

5 MS. LINDA GURTLE: My name is Linda  
6 Gurtler, and I am a resident of Martic Township. I  
7 am a past member of the Martic Township Board of  
8 Supervisors.

9 I have had the honor of working with  
10 the County Planning Commission on advisory committee  
11 as a volunteer. I have served on the Board of  
12 Conservancy and worked with the Farmland Trust. I  
13 am also a hiker of 1100 miles of the Appalachian  
14 Trail in 1979.

15 I appear here tonight as a resident.  
16 I also organized clean-ups, roadside clean-ups in  
17 Martic Township and cleaned the railroad bed of all  
18 trash within the Martic Township limits.

19 I overwhelmingly support the use of  
20 this land as a rail trail in totality for it not to  
21 be broken. But I come before this board before you  
22 tonight as a parent.

1                   The roadways in Martic Township are  
2 narrow, windy with little or no shoulders. They are  
3 outright dangerous. Over the years, there have been  
4 scores of times when I have packed up my children's  
5 back packs and bikes and skis and visited the trails  
6 throughout Pennsylvania, Maryland, West Virginia,  
7 and Virginia.

8                   My daughter completed, at the age of  
9 15, a marathon on the north central trail in Sparks,  
10 Maryland. Overwhelmingly, this is a higher use for  
11 this land.

12                  I appeal -- I beg the members of the  
13 current board of supervisors in the rural townships  
14 bordering the trail or proposed trail, I appeal to  
15 the county commissioners and the commissioners and  
16 supervisors-elect to not lose this opportunity for  
17 our future of our families. Thank you.

18                  MR. FRANK LYNN: My name is Frank  
19 Lynn, and my side kick here is Patrick Lynn, my son.  
20 And he is half of the reason I am here. The other  
21 half of the reason is my daughter, Meagan. And she  
22 is 8 years old, and she is at home starting

1 basketball. She couldn't be here, or else she would  
2 be here.

3 I am kind of building on the last  
4 speaker's comments. We are residents of Lakewood  
5 Estates, which is adjacent to the Enola line. We  
6 are generally familiar with southern Lancaster  
7 County, York County.

8 Over many years we have hiked, fished,  
9 canoed. We are fortunate to live close to those  
10 recreational opportunities. As we were moving five  
11 years ago, we were excited to learn about the  
12 advantages of the Enola line that could be converted  
13 to a rail trail. And we were just starting to  
14 experiment with biking at that time as a new family  
15 recreational opportunity.

16 Five years later, we are very patient,  
17 but we are a little bit disappointed that this  
18 hasn't become a reality. And we are still very  
19 enthusiastic about the possibility.

20 Our interest in bicycling has grown  
21 with the age of our children. We are not  
22 comfortable with the safety of the roads in the

1 area.

2                   You are going to hear that, I am sure,  
3 over and over again. The roads are narrow in the  
4 area. I am not comfortable on a bike. I don't want  
5 my children out there on the highways with their  
6 bicycles. It's just not safe.

7                   We have compensated by seeking the  
8 rail trail type projects. Our favorite is the  
9 Heritage Rail Trail in York County, which is a trail  
10 that goes from York City to Hunt Valley.

11                   Our other destinations have included  
12 the Lancaster Junction Rail Trail, the Laurel  
13 Highlands Rail Trail in western Pennsylvania, and  
14 the Apollo County Park in York.

15                   All of these require packing up bikes,  
16 gear, kids, and a significant drive on top of that.  
17 So we hope that the transportation board and the  
18 commissioners in the area down here see the wisdom  
19 in providing the type of recreational opportunities  
20 in this area that we see would be a good way to  
21 preserve the rail and use it for families.

22                   We encourage people here, if there's

1 any questions about the use of the trail, to go over  
2 and see the York Heritage Trail. That is very much,  
3 in my mind, very similar to what we could have and  
4 experience with the Enola line. Thank you for  
5 letting us speak.

6 MR. MICHAEL SULLENBERGER: My name is  
7 Michael Sullenberger, and I am a member of the  
8 Quarryville Borough Council. And my property also  
9 adjoins the railroad.

10 I am in favor of the trail. I am very  
11 interested in the county taking that over, and I  
12 would support them in a task force to do that. I  
13 think it's very important to keep our area open to  
14 have a hiking trail. We are losing farmlands.  
15 Thank you very much.

16 MR. HARLEY KOOKER: Good evening. My  
17 name is Harley Kooker. My wife and I live on 12  
18 acres of land which adjoins the abandoned Enola low  
19 grade railroad in Sadsbury Township. And we have  
20 been residents of Lancaster County for 25 years.

21 I grew up in a quiet farming community  
22 in Montgomery County. And that's just an hour's

1 drive east of us. You would be correct to question,  
2 where is a quiet farming community an hour drive  
3 east?

4                   The vast majority of that land has  
5 since been covered with asphalt and buildings and  
6 has become part of the Washington to New York  
7 population sprawl.

8                   Today, in my home community, walkers,  
9 joggers, and bikers compete at great personal risk  
10 to their lives with cars and trucks for some of that  
11 space.

12                   Sadly, the need to provide a safe  
13 environment for such activity was overlooked.  
14 Demographic experts figure this sprawl will continue  
15 its westward spread. And no one can deny that the  
16 asphalt and concrete encroachment are appearing.  
17 In fact, it has already begun to swallow up precious  
18 Lancaster County lands.

19                   We have a wonderful opportunity to be  
20 futuristic, to secure a safe environment for hikers,  
21 joggers, and bikers, an environment in which they  
22 won't need to risk their lives competing with cars

1 and trucks to enjoy the privilege of exercise.

2           As the population increases, and the  
3 land is removed from farming, fewer and fewer of us  
4 will work in physically demanding vocations. The  
5 need for safe environments in which to exercise free  
6 from competition with vehicles will become  
7 increasingly important and increasingly rare.

8           There are many examples of successful  
9 rail to trail projects throughout our country. I  
10 have been privileged to utilize some of them. They  
11 have proven to be a safe corridor for both hikers  
12 and the landowners adjoining them.

13           My wife and I support future planning,  
14 which includes preserving the Enola low grade  
15 railroad in its entirety for safe and healthy  
16 exercise. Thank you.

17           MS. CHRISTINE BRUBAKER: I first came  
18 to Lancaster County in 1980, and I asked insiders  
19 such as Clay Shank, Bob Mower where could you go to  
20 enjoy the out of doors?

21           For some of you in this room, those  
22 names mean a lot. For all of you in this room, I am

1 now going to ask you as insiders to consider, we  
2 have an opportunity to help all citizens of  
3 Lancaster County make an important decision and to  
4 include them also in that decision.

5                   And I hope that you will hear all of  
6 the comments tonight and reflect on them, not as  
7 they only impact you, but as they impact all  
8 citizens. In a way, this is a referendum.

9                   I would like to say that I do have  
10 several titles, but the one I am primarily  
11 representing today is the Penn Manor Girl Scout  
12 Neighborhood of the Penn Laurel Girl Scout  
13 Conference.

14                   I am a certified teacher in family  
15 consumer sciences. I am an instructor for the Penn  
16 Laurel Girl Scouts, an outdoor educator. I am the  
17 creator of the Turkey Hill Ridge Trail that also  
18 goes from Washington Borough to the Safe Harbor on  
19 the ridge.

20                   I have hiked the entire Atglen  
21 Susquehanna Trail, including all of the bolders,  
22 make sure I had stiff boots.

1                   And the girls and I, over the years,  
2 -- we are talking about 10 years, 15 years -- have  
3 done major clean-ups in Lancaster County, especially  
4 along trails and highways. Please remember that  
5 those are called service projects, and service is  
6 our motto.

7                   So having said that, I also had the  
8 honor of the visiting the Norfolk Southern  
9 headquarters this summer. Why? Because I went to  
10 Virginia in order to hike Mount Davis, which is the  
11 highest mountain in the state of Virginia.

12                  Biked the Virginia Creeper trail,  
13 which is the tourist draw in that area. And by the  
14 way, Mary, I also saw and witnessed a lot of horse  
15 back riders in the Jefferson Natural Forest. And,  
16 in fact, that part of Virginia is noted for its  
17 friendliness toward horse trails. And they do a  
18 good job of managing that area.

19                  So it's multiple use in that area.  
20 And Norfolk Southern seems to coincide peaceably  
21 there. Why not here? What I would like to also add  
22 for your information is that this trail is a

1 connective possibility with such things as the  
2 northwest Lancaster County River Trail.

3                   Here is a master plan. Look what's on  
4 it? A biker. Not just one, but maybe five. And  
5 that is just the cover. Look how thick this  
6 document is. It's a true planning document for  
7 already a trail that's in the works.

8                   I am also very familiar with the trail  
9 that goes from E-town to Lebanon. And, you know,  
10 that's nearby. But why not here? Why not down  
11 here? So please, folks, let's support that. Thank  
12 you.

13                   MR. CRAIG ESHELMAN: Good evening. I  
14 am Craig Eshelman. I am the Chairman of the Board  
15 of Supervisors of Conestoga Township. I am a  
16 resident of Conestoga. I am also a property owner  
17 of Martic Township.

18                   I am here to let you know that the  
19 Board of Supervisors is in favor of a rail to trail  
20 conversion for the Enola line.

21                   We will do what we can to facilitate  
22 the conversion of this property so that it is once

1 again an asset to the community throughout which it  
2 passes.

3 A rail trail would be the best use for  
4 this great resource. It's too valuable a property  
5 to let this opportunity pass or to allow the  
6 continuance path to be broken into pieces and  
7 forever lost.

8 I think the time to move ahead and  
9 begin the preparation and plan is now. We would  
10 encourage Lancaster County or the Pennsylvania  
11 Department of Conservation and Natural Resources to  
12 take the lead in initiating the transition to a  
13 public use facility.

14 Conestoga Township does not have the  
15 resources or the manpower to achieve this.  
16 Conestoga Township anticipates that we would have  
17 location of a rail head access point. So this  
18 raises concerns of parking facility, road access,  
19 and a possible financial commitment.

20 But the southern end residents, what  
21 we call the River Hills, have very few decent hiking  
22 locations. And the rail trail would be a wonderful

1 opportunity for this.

2                   On a person note, I have hiked, biked  
3 on the Pine Creek Rail Trail, the York Heritage.  
4 And I know they are all great assets to the  
5 community. Thank you.

6                   MR. PHIL ALLAMONG: Good evening. My  
7 name is Phil Allamong. I am a 30 year resident of  
8 the East Drumore Township. I am here representing  
9 myself and my family and the Penn Dutch Pacers of  
10 Lancaster County.

11                   The Penn Dutch Pacers is a 15 year-old  
12 walking club based in Lancaster. We are affiliated  
13 with the Keystone State Volksmark Association, which  
14 is affiliated with the American Volksmark  
15 Association, the National Association based in  
16 University City, Texas, who is then affiliated with  
17 the International Association of Popular Sports  
18 based in Germany.

19                   We are celebrating 15 years of  
20 promoting health, fun, and fitness through walking  
21 in and around Lancaster County. We have produced 80  
22 weekend, 10K walking events and countless year round

1 events that involve thousands of families walking  
2 together in the great outdoors of Lancaster County.

3               The Penn Dutch Pacers is a non-profit  
4 organization whose sole purpose, as I mentioned, is  
5 to produce walks, bike, and swimming events for  
6 health, fun, and fitness.

7               The Penn Dutch Pacers is 150 members  
8 strong and continues to attract families from the  
9 local area as well as entire mid Atlantic region who  
10 look for walking opportunities in a safe and  
11 exciting venues.

12              We feel that because of walking  
13 experiences that we have had in other developed rail  
14 trails, most notably the North Central Rail Trail in  
15 York and the Lebanon Valley Rail Trail that  
16 continues to be developed in Lebanon County, that a  
17 rail trail here in southern Lancaster County would  
18 be a real asset.

19              We see the trail as an asset for  
20 Lancaster County and particularly southern Lancaster  
21 County for the following reasons: the proposed  
22 Atglen Susquehanna trail would be a natural register

1 eligible site.

2                   It would be a 850 acres of developed  
3 safe rail trail with access from various trail heads  
4 along the length. It would feature preserved design  
5 and architecture that is unique and cannot ever be  
6 reproduced or seen anywhere else.

7                   Southern Lancaster County is still  
8 largely undeveloped and has perfect fit with the  
9 Lancaster, York Heritage region and the increasing  
10 demand for tourism.

11                   The reasons to preserve the trail  
12 intact, it is already graded and placed, doesn't  
13 have to be created from scratch.

14                   Counties adjacent to Lancaster County  
15 and nationwide have successfully transformed  
16 abandoned rail lines into vibrant parks that attract  
17 families eager to enjoy the great outdoors.

18                   It is already owned intact by a single  
19 entity and could be transferred hopefully to  
20 Lancaster County for preservation and development.

21                   The Penn Dutch Pacers support the  
22 immediate preservation and conservation of the Enola

1 low grade line to an Atglen Susquehanna rail trail  
2 at the earliest possible time and look forward to  
3 many wonderful walking and biking experiences in  
4 southern Lancaster County at our very own trail.  
5 Thank you.

6 MR. PETE SHAUB: Good evening. My  
7 name is Pete Shaub. I am the current county  
8 commissioner. And I want to, first of all, thank  
9 you all very much for being here this evening and  
10 for the citizens who took an interest to be here,  
11 and thank adjacent landowners who are most greatly  
12 affected by the decision made here and thank you for  
13 being here.

14 But I really want to thank the  
15 municipal officials who put a lot of time and effort  
16 in discussing this issue, and thank you for showing  
17 your interest to be here tonight. Most importantly,  
18 I would like to thank Dick Shellenberger and Molly  
19 Henderson, the two new commissioner-elects for being  
20 here. They are elected, but we take office on  
21 January 2nd.

22 And I would like to thank you folks

1 for all of your efforts. I gave you a letter. But  
2 speaking on behalf of Lancaster County's newly  
3 elected county commissioner team, I would like to  
4 express our interest in converting the rail line  
5 into a trail or other contiguous function that would  
6 benefit the local municipalities and all of the  
7 residents of Lancaster County.

8               Lancaster County is offering to  
9 partner with the municipalities or the southern end  
10 community associations or other groups to share  
11 ownership or to accept ownership of the rail lines  
12 at the county cost.

13              We are offering to establish a task  
14 force with representatives of adjacent  
15 municipalities to develop a detailed budget. This  
16 could include conversion costs, ongoing operational  
17 costs, maintenance costs.

18              In addition, we would seek to secure  
19 funding from both public and private funds to  
20 continue with the plan in a phase or in whole.

21              We are requesting adequate time to  
22 develop and study these budgets and options. And we

1 look forward to working with you and the  
2 municipalities in the future.

3 We believe a rails to trails project  
4 could be a unique opportunity to preserve natural  
5 resources, historically significant structures as  
6 well as provide recreational and economic  
7 development opportunities for all of Lancaster  
8 County.

9 Signed Molly Henderson, Dick  
10 Shellenberger, and Pete Shaub. Thank you very much.

11 MR. TIMOTHY SMEDICK: Good evening. I  
12 am representing two causes tonight. One, I am the  
13 director of the Historic Preservation of Lancaster  
14 County. And I'll speak to our concerns insofar as  
15 the trail.

16 But for personal, I helped raise the  
17 initial three quarters of a million dollars for the  
18 York County Heritage Rail Trail. And I witnessed  
19 the work that Tim Fulton and the board of directors  
20 and the other people went through and the challenges  
21 they faced and accomplished and overcame to  
22 establish the trail.

1                   It wasn't an easy process. They had  
2 to deal with many municipalities, landowners, some  
3 toted guns to keep people off the trail. But they  
4 overcame these difficulties and accomplished a  
5 wonderful project down there. I fully support that.  
6 And I have been on the trail. And it has worked out  
7 fine for the people of Maryland and York County.

8                   I'll talk to you about the Historic  
9 Preservation Trust. We represent the historic  
10 nature of the landscape and the 23 bridges and  
11 overpasses there.

12                   We recognize these are eligible for  
13 listing in the national register of the historic  
14 places and, clearly, we don't believe that the seven  
15 individual municipalities have resources to maintain  
16 these. And we think that the county, in partnership  
17 with us and other organizations, would have those  
18 resources.

19                   The county parks, I believe, would be  
20 a good group to become involved for maintenance and  
21 for litter patrol, just safety concerns. And let me  
22 finally say that the Historic Preservation Trust

1 would be more than happy to work with the Surface  
2 Transportation Board, the municipalities, the County  
3 Planning Commission, and the County Parks Department  
4 in helping research and document these historic  
5 resources and work towards preservation. Thank you.

6 DR. ALAN PETERSON: My name is Dr.  
7 Alan Peterson. I have been a physician in Lancaster  
8 County since 1972. I am also on the Pequea Township  
9 Planning Commission, and I am the chairman of the  
10 Environmental Advisory Council in Pequea Township.  
11 But I am really here tonight to discuss the medical  
12 reasons for the trail.

13 As any of you who have been watching  
14 T.V. lately know, diabetes is becoming epidemic and  
15 actually in Lancaster County is one of the highest  
16 areas in the county as far as diabetes.

17 Diabetes is epidemic in the country.  
18 Osteoporosis is widespread, not only among females,  
19 but also males. Cardiac disease is very high also  
20 in our area.

21 In many areas of southern Lancaster  
22 County, there are no safe places to walk, as you

1 heard before, especially in the rural areas. Narrow  
2 roads, hills, curves, no sidewalks.

3 I am primarily a geriatrician. Our  
4 aging society demands more activities suited for  
5 their conditions. The proposed trail is just what  
6 the doctor ordered as well as the patient.

7 Even though with severe cardiac  
8 disease or ambulation problems, these folks can walk  
9 on the minimal grades on the rail lines. For  
10 seniors, walking isn't just exercise. It's also  
11 independence.

12 We know that diabetes, obesity,  
13 depression, hypertension, osteoporosis, heart  
14 disease, pulmonary diseases, and a host of other  
15 conditions are improved with exercise.

16 One specific medical cost associated  
17 with obesity alone are topping \$117 billion a year  
18 in this country, according to the Centers for  
19 Disease Control.

20 I have some medical studies that I'll  
21 leave for you over here on disappearing exercise in  
22 our society.

1                   We have an historic opportunity to  
2 impact the health of our entire region, not of just  
3 the community of Quarryville. If the rail line is  
4 broken up, there will never be an unbroken area such  
5 as this created again. It would be a potential  
6 health tragedy if this path were dissolved.

7                   Remember, as the CBC points out, most  
8 of the improvements of the quality and quantities of  
9 life have involved more out of structural  
10 improvement to our environment than direct medical  
11 care. Thank you very much.

12                   MR. PEPPER BROAD: Good evening. I  
13 feel like the new guy on the block. We have been  
14 here all of four months. We came from Morgantown,  
15 West Virginia.

16                   When we came here, we moved to  
17 Lakewood Estates. And one of the reasons we moved  
18 to Lakewood Estates was because of a potential rail  
19 trail.

20                   When we lived in Morgantown, West  
21 Virginia, as you can see with the T-shirt, which I  
22 had to dig out, we were with the Mon County Rails to

1 Trail Association.

2                   We took an abandoned rail trail, 28  
3 miles of it, to reach from the state of Pennsylvania  
4 all the way into central West Virginia. Once the  
5 trail is gone, once the railroad is broken up in any  
6 way, you lose it. There is never a way to get it  
7 back again.

8                   We sat there and talked to everybody  
9 in our locality when we had this done. The only  
10 thing that people were ever concerned about was that  
11 there would be problems on their property adjacent  
12 to the trail.

13                   It never came. The trails were  
14 cleaner. The people were happier. And, indeed, in  
15 the state of West Virginia, that trail now extends  
16 from Ohio which goes just south of Pittsburgh all  
17 the way down and now reaches the C & O Canal in  
18 Washington, DC.

19                   That's what your rail to trail can do.  
20 It can only do good things for you. Nothing bad.  
21 There is no downside for a rail trail. And we  
22 support it. Thank you.

1                   MR. CALVIN KEENE: My name is Calvin  
2 Keene. I am supervisor in Bart Township. Ray  
3 Martin is our railroad liaison and knows much more  
4 about this that I do, but he couldn't be here  
5 tonight.

6                   And we do wish to commend the STB on  
7 completion of the process 106. And we support the  
8 proposed memorandum of agreement.

9                   Our main concern, as a township, is  
10 the safety issues at this point involving crossings  
11 and one in particular which needs complete  
12 improvement, which we intend -- in fact, we are  
13 bound to correct once completion of this process  
14 takes place.

15                  I can see tonight being in favor of a  
16 trail seems very popular with everyone here;  
17 however, I'm not saying I am for or against the  
18 trail. I am for completing this process and moving  
19 forward in whatever direction.

20                  But there are landowners, farmers, and  
21 people along at least our section of the rail line  
22 that really do not wish to have a trail for personal

1 reasons.

2                   And I would ask that those in favor of  
3 the trail would seriously consider that you might be  
4 invading privacy a little bit. Maybe you would,  
5 maybe you wouldn't. But at least consider their  
6 feelings.

7                   I am here just to say what our  
8 constituents want, and that's really what the people  
9 that own the property along the proposed trail are  
10 saying, that they fear invasion of privacy, changing  
11 their quiet way of life.

12                   So let's just consider that and  
13 consider the operation as a whole. Thank you.

14                   MR. RICHARD HACKMAN: My name is  
15 Richard Hackman. I appreciate the board giving the  
16 opportunity to say a few words. I am a resident of  
17 Pequea Township. I am a hiker. I have been  
18 involved with trail work since 1986 all across the  
19 country, the Appalachian trail, which extends from  
20 Georgia to Maine.

21                   I have worked in the Colorado Trail,  
22 which traverses Colorado from Denver to Durango.

1 Continental Divide Trail, which runs from Canada to  
2 Mexico as well as here at home, the Conestoga Trail  
3 and some other trails locally.

4 I am a lifetime member of the Keystone  
5 Trail Association as well as the Rails to Trails  
6 Conservancy. I feel this is a very worthwhile and  
7 needed project for southern Lancaster County.

8 It is almost an ideal situation for a  
9 great family hiking trail for small children because  
10 of the one percent grade. It is remote enough to  
11 give that feel of nature and quietness that also is  
12 easily accessed. Right now, all it is being used  
13 for is a public dump and eyesore for those who live  
14 along it.

15 I know there are residents along the  
16 right-of-way that say it will bring in a lot more  
17 trouble and problems, but it has been proved all  
18 over the country on various trails that there is  
19 just the opposite affect.

20 They bring in business to the area as  
21 well as police to the area. If you are familiar  
22 with serious walkers and hikers, they protect,

1 police, and look after the trail. They don't trash  
2 it or destroy property.

3           Those who are against this becoming a  
4 trail need to visit some areas where trails have  
5 been used for a while. York Heritage Trail, C & O  
6 Canal and others. I am sure you would have a  
7 different and more positive view of this becoming a  
8 trail.

9           Also, the fact that it has much  
10 historic value. The stone structures, the bridges,  
11 arches and so forth are a credit to our forefathers.  
12 This was quite an engineering feat when it was built  
13 back in the early 1900s.

14           Every year we are losing more open  
15 space, areas where people can get away from their  
16 daily routine. I think this is one of those areas  
17 worth developing into a trail for future generation.  
18 Thank you.

19           MR. PENN GLAZIER: Good evening. My  
20 name is Penn Glazier. I live in Manor Township and  
21 am a property owner of part of the Atglen  
22 Susquehanna branch, the part that traverses through

1 Manor Township.

2 I enthusiastically support the use of  
3 the Atglen Susquehanna branch for a multiple use  
4 rail trail to accommodate the needs of physically  
5 challenged, hikers, equestrians, bicyclists,  
6 runners, walkers, bird watchers, and people who just  
7 love to be outside.

8 I, myself, am an enthusiastic bicycle  
9 rider having been one for more about 30 years. I  
10 also ride horses and hike. Since I know that there  
11 are some people here from our sister county of York  
12 County, and some of whom have worked on the York  
13 Heritage Rail Trails, I want to take the opportunity  
14 to publicly thank them for the outstanding job that  
15 they did in York County.

16 I have ridden the entire length of the  
17 York Heritage Rail Trail many times. And I can tell  
18 you it is one of the finest rail trails,  
19 recreational facilities I have ever seen.

20 If it does anything to allay the  
21 concerns of adjoining property owners, instead of  
22 junk tires and vandalism, what you see is families,

1 people enjoying the outdoors, runners, walkers,  
2 horse back riders.

3                   You almost never see any litter. If  
4 there is any, somebody picks it up very quickly.  
5 It's a very wholesome environment.

6                   And if anybody is concerned about it,  
7 I highly recommend that they take some time and go  
8 over to the York Heritage Rail Trail. I also want  
9 to thank Dr. Peterson for his comments about the  
10 medical concerns. And that's been a concern of mine  
11 too.

12                   I have here a copy of the surgeon  
13 general's call to action to prevent and decrease  
14 overweight and obesity. I think that was issued in  
15 the year 2002. I am going to leave it with you.

16                   And I see that I am using up my time.  
17 But there's been an alarming increase in obesity in  
18 this nation, particularly among children from about  
19 4 percent in the 1960s to about 13 percent  
20 currently.

21                   In addition to the 117 billion annual  
22 cost in dollars, obesity is said to contribute to

1 about 300,000 preventable deaths each year making it  
2 one of the major health concerns that we have.

3 The surgeon general strong recommends  
4 that people engage in exercise most days of the week  
5 at least 30 days minutes.

6 In 1960, 60 percent of children walked  
7 or rode their bicycles to school. Today, that  
8 number is down to about 10 percent. Why is that? I  
9 suggest one of the reasons is that the roads have  
10 become increasingly congested, and they just aren't  
11 safe places for children.

12 So we need this rail trail. I  
13 respectfully urge you to do everything possible to  
14 make this a reality. Thank you.

15 MR. STEPHEN MILLER: Good evening. My  
16 name is Steve Miller. I live outside of Conestoga,  
17 near Safe Harbor. I am a member of the Board of  
18 Directors of the Historic Preservation Trust. And I  
19 am a member of the Advisory Council of the  
20 Lancaster/York Heritage. I am also a rail trail  
21 rider and cross country skier.

22 Recently, I have ridden the C & O

1 Canal with my wife and six friends. We took four  
2 days and covered almost the entire distance from  
3 Cumberland, Maryland to Georgetown, about 185 miles.

4 In preparation for the ride, I did a  
5 web search for rail trails in Lancaster County so we  
6 could get used to our bikes and our muscles.

7 I learned that Lancaster County has  
8 very few, if any, trails over five miles. It was  
9 disappointing to think I might have to drive a  
10 significant distance to practice for the planned  
11 event with my friends.

12 We discovered the York Heritage Trail  
13 that runs from downtown York to the Maryland line.  
14 We visited the York rail trail a total of six times  
15 in the two months leading up to our mid October C &  
16 O Canal ride.

17 The York trail is a delightful trail  
18 that leads through many rural villages and towns and  
19 passed many farms and backyards. The people we met  
20 on or along the trail were personable, friendly.

21 We saw on the trail in order of  
22 frequency families with two to four children on

1 bikes, couples from 35 to 65 on bikes, grandparents  
2 and grandchildren in groups of two to four on bikes,  
3 groups of experienced and well equipped riders,  
4 joggers alone and in groups of two to four, single  
5 females and single males on bikes and a few horse  
6 back trail riders.

7                   I was struck by the number of older  
8 people that I saw riding bikes or walking or walking  
9 their dog. We saw no trash despite driving in the  
10 back of a few scrap yards and industrial facilities  
11 and places where locals kept unwanted items.

12                   On busy weekend days, we would see  
13 someone coming the other direction every few  
14 minutes.

15                   In perfect weather on weekdays, we  
16 would stop, rest, drink water, get back on the  
17 bikes, and see no one for a half hour or more. This  
18 too in good weather.

19                   There is economic benefits for the  
20 rail trails. There's plenty of hard data available  
21 to support that point of view. I know that when our  
22 group of friends went to the C & O Canal for four

1 days, we spent in total over \$2400 on lodging, food,  
2 transportation, and admissions, and mementoes. This  
3 does not include money we spent on equipment to get  
4 ready for the ride.

5 I, for one, was glad that in 1950, the  
6 United States Congress and members of the Supreme  
7 Court had a vision for the Linear Park and Heritage,  
8 and Chesapeake, and Ohio Canal.

9 We have a smaller, but comparatively  
10 significant resource in our own back yard. Let's  
11 not squander the fact of preservation, history, and  
12 community recreation so close to where we live.

13 MR. JOHN WIKER: I am John Wiker. I  
14 have been a resident of Conestoga Township for 41  
15 years. I have a farm property right next to the  
16 railroad.

17 I have been past supervisor for 12  
18 years of the township, worked on the agreement with  
19 the railroad for property in the neighborhood. So I  
20 know the issue pretty well I think.

21 I think one of the major concerns, and  
22 I think it was brought out a couple times is, of

1 course, the safety issue to the public at these  
2 crossings. The PUC has issued orders to alleviate  
3 some of these problems.

4 I also think that with a lot of talk  
5 about the trail, I really don't have an opinion one  
6 way or the other. There is actually danger to the  
7 trail users on that property.

8 The transmission lines are there. I  
9 lived there 41 years. I have seen these things  
10 happen. If those trees get in contact with those  
11 lines, they light up like a Christmas tree. If  
12 anyone is close to them, they are history. So I  
13 think there's a lot of issues here that has to be  
14 considered.

15 I think that with the property owners  
16 next to it, specifically I am speaking for myself  
17 because I am a farmer, there's an invasion of people  
18 on to neighboring properties from that area.

19 We have a wildlife, wild flower  
20 reserve down there now. People go there, which is  
21 fine. It's beautiful. I have been there myself,  
22 but they don't stay there. They are on neighboring

1 properties, which is a problem. Someone that speaks  
2 about how good something is, they don't have to  
3 contend with these problems.

4 I read over the agreement. I think I  
5 am in support of the agreement that we have, and I  
6 think it is a good agreement. And I think all the  
7 agreement with the railroad is a good agreement.  
8 Thank you.

9 MR. DAVID MORRISON: I am David  
10 Morrison. I am a Scout Leader. I am appearing in  
11 my personal capacity only and not as a  
12 representative of any party or group.

13 For the past 30 years, I have been  
14 active as a leader in the Boy Scouts of America  
15 holding the positions of Scoutmaster, assistant  
16 Scoutmaster, and member of Council.

17 Cycling merit badge may now be used to  
18 fulfill one of the requirements for the Eagle Scout  
19 award. I completed my 50 mile bike hike for Cycling  
20 merit badge back in 1955, and I ride about a  
21 thousand miles a year.

22 Unfortunately, cycling by youth living

1 in the southern part of the county presents major  
2 safety issues as well as practical problems. The  
3 roads are narrow, sometimes too narrow to safely  
4 bike on.

5                   Route 324 is a good example of a  
6 beautiful road that is too narrow in a few sections  
7 with no real option to widen. Grades frequently  
8 exceed 10 percent which require walking the bicycle  
9 uphill. What is dangerous is the down hill for  
10 speeds in excess of 25 miles are quickly reached and  
11 braking distances substantially lengthened.

12                   Youth in the south section of our  
13 county should be able to safely ride their bicycles  
14 like youth can do in the rest of the county.  
15 Permitting bikes on a rail trail meets this critical  
16 need.

17                   There is also a health issue involved.  
18 Youth are not walking to schools as in the past.  
19 And gym periods are more limited. Making exercise a  
20 fun activity can be the difference between fitness  
21 and obesity.

22                   When I took my Boy Scouts to

1 Gettysburg three weeks ago, we went on a 12 mile  
2 hike. After 11 miles, I asked my scouts, let's race  
3 to the top of the tower.

4 When I got to the top first, they said  
5 Mr. Morrison, you may be 60 years old, but you get  
6 to exercise and work out a lot more than we do.

7 The Conestoga Trail uses part of the  
8 trail line, but there are No Trespassing signs  
9 barring use of the low grade line there now.  
10 Getting youth out exercising at a young age creates  
11 a pattern they carry with them for life.

12 Giving youth a safe cycling option  
13 puts them on the road to lifetime fitness. Thank  
14 you.

15 MR. MARK YOUNG: My name is Mark  
16 Young. I grew up in the Solanco School District in  
17 Fulton and Little Britain Township. I have been  
18 driving since 1968, 34 years.

19 I have seen very few people here I  
20 know personally, other than Mr. Keene and Mr. Wiker.  
21 But I am afraid I am going to be a minority tonight.

22 I am kind of for rails to trails. I

1 minimally made use of them in the past history down  
2 along the Conowingo damn, from the damn south and  
3 rail up in Indiantown Gap.

4 I drive tractor-trailer right now. So  
5 my concern is that if the rail to trails happens,  
6 that the tunnel on 222 needs removed, and it needs  
7 to be removed regardless. The railroad is a great  
8 liability right now because of that tunnel.

9 As a young lad driving truck, I  
10 witnessed a guy rear end a car out there because a  
11 hay truck was going through. Just recently, two  
12 tractor-trailers, they couldn't decide whether they  
13 could make it or not. I told them they could. So  
14 they went, and they got it. Two mornings ago, there  
15 was a tractor-trailer sitting there on Enck's  
16 Drywall property. He was afraid to go through.

17 My suggestion is, if it does go to  
18 trails to rails, the tunnel be -- it shouldn't be an  
19 issue about the tunnel. It should be removed like  
20 they said they were going to do it about two years  
21 ago.

22 Rigid Ply Rafters makes nice arches up

1 in Richland, Pennsylvania to make a nice walkway.  
2 My concern is that, like Calvin Keene said, there  
3 are some safety issues that need to be dealt with  
4 before it gets turned into a rail for trail and  
5 especially bridges in the Quarryville area. I have  
6 to deal with them up to eight times a day sometimes.  
7 Constant battle going in and out of those tunnels.

8                   And there's no real by-pass. Comargo  
9 Road is so snakey. It's a wonder there hasn't been  
10 traffic accidents up there, which I am sure there  
11 has because some trucks do use that because of the  
12 low clearance.

13                   But my personal opinion is that the  
14 tunnels need to come out, trails to rail. I would  
15 like to see a by-pass. Part of it could be used as  
16 a road bypass. That was talked about years ago too.

17                   Because Lancaster County is in great  
18 need of a by-pass. And they are getting way behind  
19 on that because of the population growth. And being  
20 a conservative county, they are very slow to  
21 respond, things like that.

22                   Like Richmond, Virginia, they built

1 their by-pass long before the development came in.

2 Thank you.

3 MS. GRETA AUL: I think one of the  
4 disadvantages of being 27th is you may have heard it  
5 all. But here I am. Thank you for the opportunity  
6 to speak about the future of the Enola low grade  
7 rail line.

8 It's Greta Aul. I am an attorney. I  
9 practice law in Lancaster. I have lived in this  
10 county for 23 years. And I have served on various  
11 non-profit organizations and am members of various  
12 community groups some of which are directly  
13 associated with this line, but I don't speak for  
14 them.

15 During the time I have lived here and  
16 long before that I have been a recreational  
17 bicyclist and cross country skier. I love rail  
18 trails and have traveled on most of the Pennsylvania  
19 trails from Pine Creek in Tioga County to the  
20 Allegheny River Trail in Westmoreland and Fayette  
21 Counties, from the Little Strubel Trail in Chester  
22 County, to the Three Rivers Heritage that runs right

1 through downtown Pittsburgh as well as a significant  
2 number of trails in other states either by skiing or  
3 biking.

4               Each trail is beautiful. Each offers  
5 unique visions of our world. My experience is that  
6 people who use trails care very much about them.  
7 They volunteer to build and care for them. They  
8 protect the trails and respect the land close by  
9 them.

10               I have good friends, a couple, both of  
11 whom are in wheelchairs. Last fall I drove them to  
12 a local rail trail which has a short paved section.  
13 And we navigated it slowly. We saw birds, flowers,  
14 colored leaves and a stream. We had a picnic.

15               They told me in tears that they had  
16 not been in the woods in over two years. Rail  
17 trails can be accessible, and they offer tremendous  
18 opportunities to learn about and appreciate nature.

19               This low grade railroad line has been  
20 named a national treasure. It has Lancaster County  
21 views, unique and lovely bridges; and unlike other  
22 trails in our immediate areas, it offers a once in a

1 lifetime chance to have close to 30 continuous miles  
2 of preserved open space for wildlife and humans to  
3 enjoy.

4 I believe it is the best possible use  
5 for this land. And I am confident that the safety  
6 issues can be addressed as it's being converted.  
7 Thank you.

8 MR. TIM FULTON: My name is Tim  
9 Fulton. I am from York County. And I am known in  
10 York County as the father of the rail trail, the  
11 Heritage Rail Trail. Although I started on the  
12 project in 1977, so I think that makes me the  
13 grandfather by now.

14 We have a gem in York County, which is  
15 the Heritage Rail Trail. Many of you have been  
16 there. You have seen it. And you know what it is  
17 today. I can tell what you it was 10, 12 years ago  
18 before we did any construction.

19 And we saw the same thing that you  
20 folks are seeing here with your line and wondering  
21 can it become something that can be an asset to the  
22 community? And I say, yes, it can. I think you

1 have to keep marching forward and don't allow a  
2 corridor like this to be abandoned.

3 I think from a national perspective,  
4 we have to look at these rail corridors as a true  
5 natural asset that in many instances these  
6 rights-of-way and rail corridors were acquired using  
7 public funding or using the grant of eminent domain  
8 give to the railroad company by our national  
9 government.

10 As such, they should be considered a  
11 national resource, and we shouldn't allow them to be  
12 abandoned. They can become trails. They can become  
13 communication corridors. They can provide the links  
14 that our community needs.

15 Many of the things you have all talked  
16 about this evening are those things that can be  
17 developed in those corridors. And from a national  
18 perspective, I think we have to have a policy that  
19 we should not abandon them.

20 Our trail really is recreational. It  
21 really is a form of transportation. It's  
22 preservation. It's preserving one of the oldest

1 rail corridors in the county. It is economic  
2 development.

3 But the thing that I think I like to  
4 express the most -- and it's one that kind of gets  
5 me more than anything about our trail -- is it's  
6 really a link.

7 Our trail links nine separate  
8 municipalities. It links two states. It links the  
9 county government and the parks department with all  
10 of those groups and all of those people. And it is  
11 at the very basic level a link for human beings.

12 And I get such a heart warming feeling  
13 when I go out on that trail and I see grandparents  
14 with their grandchildren. And I see young people  
15 that are out there able to exercise. I see the  
16 opponents of the trail, adjacent landowners now out  
17 there on their bikes with their grandchildren, with  
18 their kids.

19 It is truly a link where as you pass  
20 people, they smile. They say hello. I urge you to  
21 take advantage of what you can create here as a gem  
22 just as we did in York County. Create the link.

1 It's worthwhile. And I commend your efforts to do  
2 it.

3 MR. JIM ROOSA: I am twenty-ninth out  
4 of thirty. I am not going to say much because I  
5 know there is a lot of people that came here. And I  
6 think that is really the greatest thing here  
7 tonight, how many people showed up. And it's very  
8 impressive. I think there is probably a lot of  
9 people that want to speak after the 30 registered  
10 speakers.

11 But I think there is just two points  
12 here. The idea of abandonment, which is where we  
13 are now. And there is the idea of creating  
14 something. And we have the opportunity to create  
15 something here.

16 We have the opportunity to make  
17 something nicer than what is existing now. And we  
18 have an historical landmark. And we should really  
19 take advantage of that.

20 And I appreciate the fact that there's  
21 all of this support out here tonight. Thank you.

22 MS. RUTSON: That's the end of our

1 pre-registered speakers. So do we have some listed?

2 MR. BRADY: Yes.

3 MS. RUTSON: Now we will start with  
4 those who didn't pre-register. I don't want you to  
5 think there is nothing wrong with not  
6 pre-registering. We are just happy we have time to  
7 listen to you as well. Please don't feel like there  
8 is any stigma.

9 So Troy will continue to call out your  
10 names. If you need a break or something, the rest  
11 rooms are back behind the cookies. So help  
12 yourself.

13 MR. MIKE BARE: Mike Bare, Manor  
14 Township. I'll make it short. Most of my points  
15 have been covered. We live near the northern end of  
16 the Enola low grade line. Our property does not  
17 border it, but we are close to it.

18 We have hiked that line for probably  
19 20 years as we could, and it is just remarkable. We  
20 haven't gone the whole way to the other end, but the  
21 northern end is just unbelievable.

22 We have also been over to the York

1 Heritage Rail Trail, which is very nice. And I want  
2 to thank Mr. Fulton for his work. We have been to a  
3 number of other ones.

4 But just using that as an example, I  
5 think we have a tremendous opportunity here that I  
6 don't think we should waste.

7 I also have read up on the history of  
8 that low grade line when it was constructed. And I  
9 think that's very interesting to see, especially up  
10 at that end, tremendous amount of hand work and  
11 digging and rock that had to be removed.

12 It's pretty amazing to see and imagine  
13 what those men at that time had to go through to  
14 build that. And I don't think that should be  
15 wasted. There's even still a little dynamite shack  
16 that is still standing in the hollow down from us  
17 from 1907, I think, 1908.

18 So I encourage this to come to  
19 fruition. And I want to applaud our county  
20 commissioners for making the stand they did tonight.  
21 Thank you.

22 MR. RICHARD SPRENKLE: My name is Dick

1     Sprenkle.  I am deputy secretary for the  
2     Pennsylvania Department of Conservation and Natural  
3     Resources.

4                     And I want to say in addition to that  
5     position, that I was former county parks and  
6     recreation director in Chester County, responsible  
7     for the trails and much more recently responsible  
8     for the design and implementation of the Pine Creek  
9     Trail, which is a state trail which is now listed as  
10    one of the ten best trails in the country.

11                    I am here because I have got a lot of  
12    experience, but also because I want to say that the  
13    Department of Conservation and Natural Resources has  
14    philosophically supported the conversion of this  
15    rail line to a public trail; and, furthermore, we  
16    are committed to supplying financial resources for  
17    the trail.

18                    We have several grant programs.  And  
19    over the past seven years, approximately \$20 million  
20    have gone into rail trail projects throughout  
21    Pennsylvania.

22                    We have recognized the importance of

1 these trails in increasing the quality of life and  
2 the communities that they go through and supporting  
3 and sustaining the economic vitality of many  
4 communities.

5                   We worked with hundreds of  
6 municipalities across the Commonwealth to develop  
7 these trails. We have a wealth of experience. And  
8 we are standing by to support this project, all of  
9 which predicated upon the support, and I heard it  
10 tonight from the county commissioners and the  
11 townships through which the trail goes through.

12                   I am thrilled with the position that  
13 the county commissioners have taken and the position  
14 now with technical assistance and financial support,  
15 if the project goes ahead. So thank you very much.

16                   MR. PAUL CLARK: I'll pass. I would  
17 be an echo of the support that's been heard.

18                   MR. BARRY LONGENECKER: My name is  
19 Barry Longenecker. If you were here this afternoon,  
20 you heard my rehearsed speech. I did have a few  
21 points I wanted to address, concerns of persons that  
22 came up here and had apprehensions about the trail

1 going in.

2                   One was the idea of the adjacent  
3 landowners having concerns about invasion of  
4 privacy. I will simply say and challenge you to  
5 please go see the York County Heritage Trail or any  
6 of the other successful trails, which they are all,  
7 by nature, successful and ask adjacent owners what  
8 their experience is.

9                   And I am sure you will come away with  
10 a comfortable feeling that you can also enjoy a  
11 trail in your back yard and not feel as your privacy  
12 has been compromised.

13                   I am an adjacent landowner, which goes  
14 on right now is nothing short of irritating with  
15 four wheelers, trucks in the middle of the night,  
16 firearms being discharged. Anybody who has lived  
17 along this property understands the frustration of  
18 it with no policing.

19                   The other issue is the bridge  
20 crossing. The municipal officials have raised some  
21 valid concerns. I will say that in I believe it was  
22 in 1994 there was a master park plan put together

1 which addressed most of these crossings that have  
2 been brought up this morning - the 222 crossing  
3 going into Quarryville as well as the 324 crossing  
4 in Martic Township.

5               There are reasonable solutions for all  
6 of these crossings incorporated for the public and  
7 use of the pedestrians on the trail, which would be  
8 the result of the county taking it over and making  
9 it into a rail trail.

10              The idea of a by-pass being installed  
11 on this corridor, as an adjacent landowner, just  
12 drives me absolutely crazy. If you want to drive  
13 down the property value of my place and everybody  
14 else who lives along there, let's talk about a  
15 by-pass.

16              If you want disruption, build a  
17 by-pass and send those truck by our house. You are  
18 worried about a few people walking around. Let's  
19 start sending 18 wheelers by my place.

20              The economic impact of this trail  
21 could be significant, which you have heard from  
22 people from the York Heritage area and other trails.

1                   And, lastly, I would like to thank the  
2 county commissioners Shaub and the two  
3 commissioners-elect who have come here for what I  
4 believe I heard tonight was a commitment to see this  
5 through to the end.

6                   And I sure hope that on your watch  
7 this opportunity does not slip away. Thank you.

8                   MR. AMOS SMUCKER: I'll pass. I am  
9 not in favor of the rails of trail. They don't want  
10 to listen to me.

11                  MS. RUTSON: Are you sure? Everyone  
12 is polite. You are welcome to submit comment in  
13 writing too. Don't feel intimidated, please. The  
14 freedom of speech is one of our most valued goals  
15 here. It's up to you though.

16                  MAN IN AUDIENCE: We would like to  
17 hear what you have to say.

18                  MR. AMOS SMUCKER: Did you hear how  
19 many times the police force had to come out to pick  
20 up marijuana? They do not even put it in the  
21 newspaper anymore when they have a raid, when they  
22 find something.

1                   MAN FROM AUDIENCE: There are drugs  
2 where I live too.

3                   MS. RUTSON: Is that it?

4                   MR. ROBERT SPARKLIN: My name is  
5 Robert Sparklin. I live at 170 Lamparter Road.  
6 That's down here in Bart Township. I live by the  
7 railroad track. It's abandoned. It's disassembled.  
8 I hear you people talk about saving our heritage.  
9 Let's get to the bottom line.

10                   The company that now owns this  
11 railroad has done nothing to fix it. How much money  
12 are they going to make when they get rid of this  
13 railroad?

14                   Number two, this is almost 2004. To  
15 pick up the newspaper, people have been murdered.  
16 Women have been raped. People have been beat up.  
17 And they have been robbed on these trails,  
18 everywhere else you go.

19                   I moved here because I wanted to be  
20 left alone. I don't want people moving around on my  
21 property, behind my property. I am a hunter. I  
22 have a right to hunt. You put this park in here,

1 you are going to be denying me my rights. That's  
2 not fair.

3                   So let's not have this here. If you  
4 people want these trails, all of these trails you  
5 talked about, go move on them. You don't like it  
6 here, move.

7                   I have taken and I have had to take  
8 and chase people with cameras on tripods set up on  
9 people's property where they don't belong with photo  
10 lenses taking pictures. This is right? You deny  
11 them their right to privacy?

12                   You want to go out on the trail,  
13 there's plenty of trails. I was up in  
14 Elizabethtown. There's a trail up there off of  
15 Route 230. I walked out on that. I talked to some  
16 of the people.

17                   They said during hunting season, they  
18 are scared to death because hunters hunt adjacent to  
19 this property because that's where the animals are.

20                   Now, we don't have people hunting down  
21 here that aren't safe. But if you take and you  
22 bring people walking up and down here, who is going

1 to protect them? Where is all the automobiles going  
2 to be put?

3                   You talk about horse back riding.  
4 Where are you going to put your truck and trailer?  
5 Not on my property. How much land are we talking  
6 about? Who is going to pay for the parking lots?  
7 Who is going to pay for cleaning this ground up?

8                   Who is going to pay for petroleum?  
9 The taxpayers. I don't want my taxes going up.  
10 Let's not put it in. That's what I got to say.

11                   MS. RUTSON: Thank you.

12                   MS. BARBARA BRUBAKER: I really said  
13 my rehearsed piece this afternoon. But I would like  
14 to commend these people who have come down from the  
15 Transportation Board and run two excellent meetings  
16 for us. I think they have done us a real service.

17                   They have given us a chance to see  
18 what we think, and they have really been good  
19 listeners. So thank you. There are a couple things  
20 I would like to say to fill you in on what happened  
21 this afternoon.

22                   We had a group of very eloquent people

1 just like you all were tonight. Twenty-eight people  
2 spoke in favor of preserving this precious heritage  
3 of ours. There were nine people who had valid  
4 concerns. And I think Mr. Longenecker spoke to one  
5 - 324 and 222, which certainly can be dealt with as  
6 safety issues.

7 My only other thing I would like to  
8 say tonight -- really, it would be to you all --  
9 it's apparent to me that the current mitigation plan  
10 is not really acceptable to the majority or vast  
11 majority of the people who came to the meeting  
12 tonight.

13 So I would like to register that and  
14 hope you will consider a change from the mitigation  
15 plan that currently is in place. Thank you.

16 MR. JOHN LAPP: I'll pass.

17 MR. FRANK ABEL: Thank you. I am  
18 Frank Abel. I am a resident of Quarryville since  
19 1947. I am a member of borough council. I am an  
20 adjacent landowner. I have 300 to 350 yards of the  
21 trail.

22 Right now, the trail has been

1 abandoned, terrible drainage problems. From the  
2 east end of town, there's been a lot of stone  
3 removed. There's a new stream coming down Lime  
4 Street about two weeks ago.

5           The corridor is a gem, and it should  
6 be preserved as one piece. I am happy to hear the  
7 county step in. And I am a very strong proponent of  
8 the trail. I would like to see it happen.

9           I am very pleased to hear the climate  
10 has changed since ten years ago. Thank you very  
11 much.

12           MS. RUTSON: Okay. That's okay. That's  
13 everyone on our pre-registered list and our  
14 spontaneous list.

15           Does anybody else have a few remarks?  
16 Was anyone limited by what they said and would like  
17 to add something? We can fill in a bit. Just give  
18 your name, please, when you come forward.

19           MR. JOHN MAY: My name is John May. I  
20 live in Manor Township, which is about the northern  
21 most perimeter of this proposed trail. I am the  
22 chairman of the Manor Township Board of Supervisors.

1                   We are in favor of this conversion,  
2 and we think it's very, very beneficial to the  
3 entire county.

4                   I had the experience just two weeks  
5 ago for the first time -- I hadn't taken the  
6 opportunity all of my life to do a rail to trail  
7 trip over in York Heritage, 20 miles by bike down to  
8 Moten from New Freedom up toward York.

9                   I never saw more friendlier people on  
10 the trail. I never saw neighbors more happy that we  
11 were using the trail and using it themselves. In  
12 fact, the gentleman from York was absolutely right.  
13 They all said hello. They all greeted us. They all  
14 smiled. It was one of the most pleasant experiences  
15 I have ever had.

16                   And I am very, very, very sad that I  
17 hadn't done it before. But there are opportunities  
18 to do it again. And to the people here who haven't  
19 done it, I just can't explain how wonderful it is  
20 and how good you feel when you do this and the  
21 things that you see.

22                   So I personally am in favor. And on

1   behalf of the Manor Township Board of Supervisors,  
2   we are in favor of it too.

3                   MR. LEO EDGELL:  I work down at Safe  
4   Harbor.  We see the beautiful birds.  I have been as  
5   close as 10 feet to an eagle as he flew over the  
6   crane that we work off of and feeding its young.  I  
7   would look out the window and see it.

8                   You can all see this from the trail it  
9   goes through.  Plenty of animals, foxes, deer,  
10  beaver, the beaver on the river, it's beautiful.  I  
11  hope that this trail will be a thing.

12                  DR. PHILIP TAYLOR:  Good evening.  I  
13  am Dr. Philip Taylor.  I am a psychiatrist from  
14  Lancaster.  I live in Lancaster Township and work in  
15  Lancaster City.  I have been in the county about 26  
16  years.  I think that qualifies me to speak on behalf  
17  of the need to the county.

18                  I have supported many preservation  
19  efforts of different kinds here.  I have been active  
20  with the conservancy and other groups.  We managed  
21  to save thousands of acres, much in the southern  
22  part of the county, of open space.

1                   This rail trail would provide access  
2 for many people who want to see those lands, who  
3 want to experience the open space.

4                   I know, as a psychiatrist, it has many  
5 benefits both to the physical walking or biking as  
6 well as the mental experience of being outdoors and  
7 experiencing the out of doors at different times of  
8 the year and different climates.

9                   It is well established, as Dr.  
10 Peterson has pointed out, that there is physical  
11 benefits to exercise. And there's certainly mental  
12 benefits that you get from being outdoors as opposed  
13 to being in a gym working on a work-out machine.

14                  So I would like to very much support  
15 this asset to the county. It will bring in clean  
16 tourism, people who want to go out to eat, people  
17 who want to stay at a bed and breakfast.

18                  It will benefit the county  
19 economically without adding pollution. It is the  
20 opposite kind of impact compared to the Route 30  
21 experience where people are coming to go to shopping  
22 malls. Thank you.

1                   MR. DICK HUFFREYS: I would like to  
2 personally elaborate on what Dr. Peterson said about  
3 the health benefits of exercising. I have lived  
4 with sugar diabetes for 47 years. And along with  
5 taking five injections of insulin a day, my life is  
6 dependent on exercise.

7                   When I go to my home where I am  
8 originally from in Clearfield County, we have a  
9 wonderful rails to trails there. And I am on that  
10 trail every day that I am there. I see lots of  
11 folks. It's like a community gathering on the  
12 trail.

13                  Sometimes in the latter part of the  
14 fall, there aren't that many people there, but  
15 everyone you see always has a smile. And I used to  
16 stop and talk with them.

17                  But, for me, the benefit is the  
18 walking that I get. And I have a nature trail for  
19 children. I have children who are in fourth and  
20 fifth grade that tell me they have never been out in  
21 the woods before.

22                  And the woods are so valuable for

1 children. And an environmental experience such as  
2 this trail has to offer for children in Lancaster  
3 County is a gift that we can give. You folks can  
4 give the children in the Lancaster County here.

5 MR. AARON SMUCKER: I live in  
6 Providence Township. I am an adjacent landowner. I  
7 am probably not for this rails to trail thing. I  
8 have a few questions for the people in the audience.  
9 Is that possible?

10 MS. RUTSON: I prefer if you just give  
11 your remarks to us. I don't want to get into a  
12 dialogue among of the participants.

13 MR. AARON SMUCKER: My question was:  
14 There's people here in the audience that have  
15 started trails from a rails to trails thing. And  
16 they say it's a clean environment.

17 I am wondering how, when you started  
18 your trails, did you have dirt bikes in there, four  
19 wheelers, trash, that sort of thing?

20 A rails to trail won't work for me so  
21 much because it's right next to the garden. It's  
22 down in a hole. But however it works out, I guess

1 it will work out.

2 I just have a question. How are you  
3 going to police this trail? That's all I have to  
4 say. Thank you.

5 MS. RUTSON: Anyone else?

6 MR. MARK YOUNG: I had a question. Is  
7 there live electric running on those electrical  
8 lines? Does Calvin know?

9 MAN FROM AUDIENCE: Yes.

10 MR. MARK YOUNG: That's another issue  
11 that they will have to deal with.

12 MS. RUTSON: Right. That's the  
13 conclusion to the formal part of our meeting. It  
14 sounds like those of you who have attended, might  
15 want to engage in some polite conversations.

16 You have been a wonderful group of  
17 people, both the afternoon and the evening session.  
18 You may have some different views, but everyone  
19 listened politely and gave everyone the opportunity  
20 to speak freely.

21 And for those of us who came from  
22 Washington, it's a wonderful experience. So I thank

1     you very much for your participation this evening.

2     Good night.

3                     (The hearing adjourned at 7:50 p.m.)

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## 1 CERTIFICATE

2 I hereby certify that the proceedings and  
3 evidence are contained fully and accurately in  
4 the notes taken by me in the proceedings of the  
5 above cause and that this copy is a correct  
6 transcript of the same.

7  
8  \_\_\_\_\_

9 Michelle S. Parke  
10 Court Reporter  
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- - -	2 [3] 2:4; 4:8; 13:2	40 [3] 2:17; 3:22; 15:22	- A -
- [3] 27:8; 78:2; 83:5	2,523 [1] 17:13	40,000 [1] 19:18	aaron [3] 4:4; 89:5, 13
- 0 -	20 [7] 2:6, 7, 22; 23:22; 73:19; 75:19; 85:7	41 [3] 4:3; 60:14; 61:9	abandon [3] 6:6; 19:17; 70:19
00 [1] 1:12	2002 [2] 17:10; 56:15	42 [1] 4:4	abandoned [8] 26:18; 33:18; 42:16; 50:2; 70:2, 12; 80:7; 84:1
- 1 -	2003 [1] 1:11	43 [1] 2:18	abandonment [2] 1:7; 72:12
1 [2] 2:3; 4:7	2004 [1] 80:14	45 [1] 2:19	abandonments [1] 5:13
1.8 [1] 19:12	21 [1] 3:3	47 [2] 2:20; 88:4	abel [3] 3:20; 83:17, 18
10 [7] 2:12; 4:18; 37:2; 57:8; 63:8; 69:17; 86:5	22 [2] 2:8; 3:4	49 [1] 2:21	abilities [1] 20:10
106 [2] 6:2; 51:7	222 [3] 65:6; 78:2; 83:5	- 5 -	absence [1] 28:20
10k [1] 40:22	23 [5] 2:9; 3:5; 20:13; 46:10; 67:10	5 [2] 2:7; 4:13	absolutely [2] 78:12; 85:12
11 [3] 2:13; 4:19; 64:2	230 [1] 81:15	50 [2] 62:19; 91:3	accept [2] 14:6; 44:11
1100 [1] 29:13	24 [1] 3:6	51 [1] 2:22	acceptable [1] 83:10
117 [2] 48:17; 56:21	2400 [1] 60:1	52 [1] 3:3	access [8] 21:15, 17; 23:1, 7; 39:17, 18; 42:3; 87:1
12 [5] 2:14; 33:17; 60:17; 64:1; 69:17	25 [4] 3:7; 14:22; 33:20; 63:10	54 [1] 3:4	accessed [1] 53:12
13 [3] 2:3, 15; 56:19	26 [3] 2:10; 3:8; 86:15	55 [1] 15:14	accessible [2] 20:9; 68:17
14 [2] 2:4, 16	27 [1] 3:9	57 [1] 3:5	accidents [1] 66:10
15 [5] 2:17; 30:9; 37:2; 40:11, 19	270 [1] 17:11	- 6 -	accommodate [1] 55:4
150 [2] 26:16; 41:7	27th [1] 67:4	6 [4] 1:12; 2:8; 4:14; 19:12	accomplished [2] 45:21; 46:4
16 [2] 2:5, 18	28 [2] 3:10; 50:2	60 [3] 3:6; 57:6; 64:5	according [1] 48:18
161 [1] 17:11	29 [2] 2:11; 3:11	62 [2] 3:7; 17:14	accurately [1] 92:3
17 [1] 2:19	2nd [1] 43:21	64 [1] 3:8	achieve [1] 39:15
170 [1] 80:5	- 3 -	65 [1] 59:1	acquired [1] 70:6
18 [2] 2:20; 78:19	3 [3] 2:5; 4:11; 13:2	67 [1] 3:9	acreage [1] 25:11
185 [1] 58:3	3,000 [1] 27:6	69 [1] 3:10	acres [5] 25:12; 27:6; 33:18; 42:2; 86:21
19 [2] 1:11; 2:21	30 [9] 2:12; 3:12; 40:7; 55:9; 57:5; 62:13; 69:1; 72:9; 87:20	- 7 -	across [2] 52:18; 76:6
1900s [1] 54:13	300,000 [2] 19:11; 57:1	7 [3] 2:9; 4:15; 91:3	act [3] 6:3, 9, 10
1907 [1] 74:17	300 [1] 83:20	72 [1] 3:11	action [1] 56:13
1908 [1] 74:17	31 [1] 3:13	73 [1] 3:12	active [5] 17:9; 18:6; 19:21; 62:14; 86:19
1947 [1] 83:19	32 [1] 3:14	74 [1] 3:13	activities [2] 11:14; 48:4
1949 [1] 26:15	324 [3] 63:5; 78:3; 83:5	76 [2] 3:14, 15	activity [2] 34:13; 63:20
1950 [1] 60:5	33 [3] 2:13, 14; 3:15	79 [1] 3:16	add [2] 37:21; 84:17
1955 [1] 62:20	34 [2] 3:16; 64:18	- 8 -	adding [1] 87:19
1960 [1] 57:6	35 [3] 2:15; 3:17; 59:1	8 [3] 2:10; 4:16; 30:22	addition [3] 44:18; 56:21; 75:4
1960s [1] 56:19	350 [1] 83:20	80 [2] 3:17; 40:21	address [3] 8:2; 25:18; 76:21
1968 [1] 64:18	36 [1] 3:18	800 [1] 25:12	addressed [2] 69:6; 78:1
1970 [1] 26:21	37 [1] 3:19	82 [1] 3:18	
1972 [1] 47:8	372 [1] 15:13	83 [2] 3:19, 20	
1977 [1] 69:12	38 [2] 2:16; 3:20	84 [1] 3:21	
1979 [1] 29:14	39 [1] 3:21	850 [1] 42:2	
1980 [1] 35:18	3rd [2] 8:4, 20	86 [2] 2:4; 3:22	
1985 [1] 22:11	- 4 -	88 [1] 4:3	
1986 [1] 52:18	4 [3] 2:6; 4:12; 56:19	89 [1] 4:4	
1994 [2] 14:9; 77:22		- 9 -	
- 2 -		9 [2] 2:11; 4:17	
		90 [1] 3:8	

adequate [1] 44:21  
adjacent [15] 19:7;  
24:2; 31:5;  
42:14; 43:11;  
44:14; 50:11;  
71:16; 77:2, 7,  
13; 78:11; 81:18;  
83:20; 89:6  
adjoining [2]  
35:12; 55:21  
adjoins [2] 33:9,  
18  
adjourned [1] 91:3  
admissions [1] 60:2  
advantage [2]  
71:21; 72:19  
advantages [2]  
19:6; 31:12  
adverse [4] 7:3;  
9:3; 10:4, 21  
advisory [4] 10:14;  
29:10; 47:10;  
57:19  
affect [2] 6:11;  
53:19  
affected [2] 27:7;  
43:12  
affects [2] 9:3;  
10:21  
affiliated [3]  
40:12, 14, 16  
afraid [2] 64:21;  
65:16  
afternoon [5] 8:18;  
76:19; 82:13, 21;  
90:17  
afterwards [1]  
14:12  
age [3] 30:8;  
31:21; 64:10  
agencies [1] 6:10  
agency [4] 5:17;  
6:5, 7; 9:11  
ages [1] 20:10  
aging [1] 48:4  
ago [9] 31:11;  
64:1; 65:14, 21;  
66:16; 69:17;  
84:4, 10; 85:5  
agreement [19]  
6:18; 9:2, 6, 10,  
13, 17; 10:10,  
12, 13, 20;  
11:11, 16; 51:8;  
60:18; 62:4, 5,  
6, 7  
agricultural [1]  
27:2  
ahead [2] 39:8;  
76:15  
alan [3] 2:20;  
47:6, 7  
alarming [1] 56:17  
alerted [1] 12:9  
allamong [3] 2:17;  
40:6, 7

allay [1] 55:20  
allegheeny [1] 67:20  
alleviate [1] 61:2  
allow [4] 24:4;  
39:5; 70:1, 11  
allowing [1] 27:15  
allows [1] 12:19  
alone [3] 48:17;  
59:4; 80:20  
amazing [1] 74:12  
ambulation [1] 48:8  
america [1] 62:14  
american [1] 40:14  
among [3] 47:18;  
56:18; 89:12  
amos [3] 3:16;  
79:8, 18  
amount [1] 74:10  
animals [2] 81:19;  
86:9  
announcing [1]  
12:20  
annual [1] 56:21  
anticipates [1]  
39:16  
anxious [1] 10:6  
anybody [3] 56:6;  
77:16; 84:15  
apollo [1] 32:14  
appalachian [3]  
24:12; 29:13;  
52:19  
apparent [1] 83:9  
appeal [2] 30:12,  
14  
appear [1] 29:15  
appearing [3] 1:16;  
34:16; 62:10  
applaud [2] 18:1;  
74:19  
appreciate [4] 5:7;  
52:15; 68:18;  
72:20  
appreciation [1]  
20:5  
apprehensions [1]  
76:22  
appropriate [1]  
11:4  
approximately [1]  
75:19  
arches [2] 54:11;  
65:22  
architecture [1]  
42:5  
archival [2] 11:2,  
6  
archived [1] 11:8  
area [28] 14:15;  
16:9; 18:18;  
21:4, 12, 14, 17,  
20, 22; 22:1;  
27:11; 32:1, 4,  
18, 20; 33:13;  
37:13, 18, 19;  
41:9; 47:20;

49:4; 53:20, 21;  
61:18; 66:5;  
78:22  
areas [10] 21:6;  
23:14; 28:4;  
47:16, 21; 48:1;  
54:4, 15, 16;  
68:22  
aren't [3] 57:10;  
81:21; 88:14  
arm [1] 25:6  
around [4] 15:13;  
40:21; 78:18;  
80:20  
asphalt [2] 34:5,  
16  
assess [1] 8:16  
asset [6] 39:1;  
41:18, 19; 69:21;  
70:5; 87:15  
assets [1] 40:4  
assigned [2] 12:16,  
18  
assist [1] 12:8  
assistance [1]  
76:14  
assistant [1] 62:15  
associated [2]  
48:16; 67:13  
association [6]  
40:13, 15, 17;  
50:1; 53:5  
associations [2]  
18:7; 44:10  
atglen [8] 13:7,  
14, 18; 36:20;  
41:22; 43:1;  
54:21; 55:3  
atlantic [1] 41:9  
attached [1] 11:17  
attended [1] 90:14  
attorney [1] 67:8  
attorney-advisor  
[1] 1:18  
attract [2] 41:8;  
42:16  
audience [6] 16:3;  
79:16; 80:1;  
89:8, 14; 90:9  
aul [3] 3:9; 67:3,  
8  
auspices [1] 17:20  
automobiles [1]  
82:1  
available [4] 7:6;  
11:18; 27:18;  
59:20  
average [2] 10:1;  
19:12  
avid [1] 26:10  
award [1] 62:19

- B -

back [30] 7:7;

8:2, 15, 16;  
14:8; 15:16;  
17:6; 22:10;  
26:10; 27:12, 15,  
18; 28:3, 5, 11,  
13, 17; 30:5;  
37:15; 50:7;  
54:13; 56:2;  
59:6, 10, 16;  
60:10; 62:20;  
73:11; 77:11;  
82:3  
backyards [1] 58:19  
bad [2] 16:1;  
50:20  
badge [2] 62:17, 20  
bank [1] 17:18  
banking [1] 24:8  
barbara [2] 3:18;  
82:12  
bare [3] 3:12;  
73:13  
barriers [1] 20:1  
barring [1] 64:9  
barry [3] 3:15;  
76:18, 19  
bart [2] 51:2;  
80:6  
based [4] 17:6;  
40:12, 15, 18  
basic [1] 71:11  
basketball [1] 31:1  
battle [1] 66:7  
beat [1] 80:16  
beautiful [7]  
15:21; 22:1;  
61:21; 63:6;  
68:4; 86:4, 10  
beauty [1] 20:8  
beaver [2] 86:10  
become [8] 31:18;  
34:6; 35:6;  
46:20; 57:10;  
69:21; 70:12  
becoming [5] 19:19;  
24:7; 47:14;  
54:3, 7  
bed [3] 15:8;  
29:17; 87:17  
beg [1] 30:12  
begin [2] 12:20;  
39:9  
begun [1] 34:17  
behalf [4] 1:16;  
44:2; 86:1, 16  
behind [3] 66:18;  
73:11; 80:21  
beings [1] 71:11  
belief [1] 13:10  
believe [11] 13:13,  
14; 15:10; 24:8;  
25:5; 45:3;  
46:14, 19; 69:4;  
77:21; 79:4  
belong [1] 81:9  
belonged [1] 22:12

<p> <b>beneath</b> [1] 17:16  <b>beneficial</b> [1] 85:2  <b>benefit</b> [8] 20:14;  21:21; 25:14;  26:3; 28:20;  44:6; 87:18;  88:17  <b>benefits</b> [9] 20:1;  24:9; 25:6;  27:22; 59:19;  87:5, 11, 12;  88:3  <b>best</b> [4] 13:10;  39:3; 69:4; 75:10  <b>better</b> [3] 20:7;  24:10, 21  <b>between</b> [2] 23:4;  63:20  <b>bicycle</b> [6] 15:11;  18:19; 26:11;  28:17; 55:8; 63:8  <b>bicycles</b> [3] 32:6;  57:7; 63:13  <b>bicycling</b> [2]  26:12; 31:20  <b>bicyclist</b> [1] 67:17  <b>bicyclists</b> [1] 55:5  <b>bike</b> [5] 32:4;  41:5; 62:19;  63:4; 85:7  <b>biked</b> [2] 37:12;  40:2  <b>biker</b> [1] 38:4  <b>bikers</b> [3] 28:14;  34:9, 21  <b>bikes</b> [12] 30:5;  32:15; 58:6;  59:1, 2, 5, 8,  17; 63:15; 71:17;  89:18  <b>biking</b> [4] 31:14;  43:3; 68:3; 87:5  <b>billion</b> [2] 48:17;  56:21  <b>bird</b> [2] 20:4;  55:6  <b>birds</b> [3] 20:22;  68:13; 86:4  <b>bit</b> [3] 31:17;  52:4; 84:17  <b>block</b> [1] 49:13  <b>board</b> [20] 1:16;  5:17; 13:8;  14:13; 19:8;  23:19; 29:7, 11,  21; 30:13; 32:17;  38:14, 19; 45:19;  47:2; 52:15;  57:17; 82:15;  84:22; 86:1  <b>bob</b> [1] 35:19  <b>bolders</b> [1] 36:21  <b>book</b> [1] 15:22  <b>boost</b> [1] 25:6  <b>boots</b> [1] 36:22  <b>border</b> [1] 73:17 </p>	<p> <b>bordering</b> [1] 30:14  <b>borough</b> [3] 33:8;  36:18; 83:19  <b>botanical</b> [1] 20:18  <b>bottom</b> [1] 80:9  <b>bound</b> [1] 51:13  <b>boy</b> [3] 15:13;  62:14; 63:22  <b>brady</b> [5] 1:18;  9:17; 11:20;  12:1; 73:2  <b>braking</b> [1] 63:11  <b>branch</b> [9] 1:7;  5:9, 10; 6:20;  7:9; 9:4; 10:21;  54:22; 55:3  <b>break</b> [2] 19:13;  73:10  <b>breakfast</b> [1] 87:17  <b>bred</b> [1] 15:7  <b>bridge</b> [1] 77:19  <b>bridges</b> [6] 6:22;  22:17; 46:10;  54:10; 66:5;  68:21  <b>briefly</b> [3] 9:15,  16; 10:11  <b>britain</b> [1] 64:17  <b>broad</b> [2] 2:21;  49:12  <b>broken</b> [4] 29:21;  39:6; 49:4; 50:5  <b>brought</b> [2] 60:22;  78:2  <b>brubaker</b> [4] 2:15;  3:18; 35:17;  82:12  <b>budget</b> [1] 44:15  <b>budgets</b> [1] 44:22  <b>build</b> [5] 17:3;  24:12; 68:7;  74:14; 78:16  <b>building</b> [2] 1:13;  31:3  <b>buildings</b> [1] 34:5  <b>built</b> [2] 54:12;  66:22  <b>business</b> [2] 25:9;  53:20  <b>busy</b> [1] 59:12  <b>butterflies</b> [1]  21:1  <b>by-pass</b> [7] 66:8,  15, 18; 67:1;  78:10, 15, 17  <b>bypass</b> [1] 66:16 </p> <hr/> <p> - C - </p> <hr/> <p> <b>c</b> [7] 5:1, 18;  50:17; 54:5;  57:22; 58:15;  59:22  <b>call</b> [3] 39:21;  56:13; 73:9 </p>	<p> <b>called</b> [3] 7:4;  16:20; 37:5  <b>calling</b> [1] 25:9  <b>calvin</b> [5] 2:22;  51:1; 66:2; 90:8  <b>cameras</b> [1] 81:8  <b>canada</b> [1] 53:1  <b>canal</b> [6] 50:17;  54:6; 58:1, 16;  59:22; 60:8  <b>canoed</b> [1] 31:9  <b>capacities</b> [1] 26:9  <b>capacity</b> [1] 62:11  <b>car</b> [3] 28:8;  65:10  <b>card</b> [2] 12:10, 11  <b>cardiac</b> [2] 47:19;  48:7  <b>care</b> [3] 49:11;  68:6, 7  <b>carry</b> [1] 64:11  <b>cars</b> [3] 15:17;  34:10, 22  <b>cause</b> [1] 92:5  <b>causes</b> [1] 45:12  <b>cbc</b> [1] 49:7  <b>celebrating</b> [1]  40:19  <b>cell</b> [1] 18:22  <b>centers</b> [1] 48:18  <b>central</b> [3] 30:9;  41:14; 50:4  <b>century</b> [1] 22:13  <b>certainly</b> [2] 83:5;  87:11  <b>certificate</b> [1]  92:1  <b>certified</b> [1] 36:14  <b>certify</b> [1] 92:2  <b>chairman</b> [4] 4:10;  38:14; 47:9;  84:22  <b>challenge</b> [1] 77:4  <b>challenged</b> [3]  22:7; 23:3; 55:5  <b>challenges</b> [1]  45:20  <b>chance</b> [2] 69:1;  82:17  <b>change</b> [2] 19:13;  83:14  <b>changed</b> [1] 84:10  <b>changes</b> [2] 27:1, 8  <b>changing</b> [1] 52:10  <b>chase</b> [1] 81:8  <b>cheaper</b> [1] 19:15  <b>chesapeake</b> [1] 60:8  <b>chester</b> [2] 67:21;  75:6  <b>chief</b> [2] 1:17;  5:16  <b>children</b> [13]  20:11; 31:21;  32:5; 53:9;  56:18; 57:6, 11;  58:22; 88:19; </p>	<p> 89:1, 2, 4  <b>children's</b> [1] 30:4  <b>christine</b> [2] 2:15;  35:17  <b>christmas</b> [1] 61:11  <b>citizens</b> [3] 36:2,  8; 43:10  <b>city</b> [3] 32:10;  40:16; 86:15  <b>clark</b> [2] 3:14;  76:16  <b>classroom</b> [1] 20:7  <b>clay</b> [1] 35:19  <b>clean</b> [2] 87:15;  89:16  <b>clean-ups</b> [3]  29:16; 37:3  <b>cleaned</b> [1] 29:17  <b>cleaner</b> [1] 50:14  <b>cleaning</b> [1] 82:7  <b>clearance</b> [1] 66:12  <b>clearfield</b> [1] 88:8  <b>clearly</b> [1] 46:14  <b>climate</b> [1] 84:9  <b>climates</b> [1] 87:8  <b>close</b> [7] 31:9;  60:12; 61:12;  68:8; 69:1;  73:17; 86:5  <b>club</b> [15] 16:19,  22; 17:3, 4, 7,  9, 10, 12; 20:4;  26:15, 16; 40:12  <b>cohesive</b> [1] 11:7  <b>coincide</b> [1] 37:20  <b>collected</b> [1] 13:19  <b>colorado</b> [2] 52:21,  22  <b>colored</b> [1] 68:14  <b>columbia</b> [1] 26:15  <b>comargo</b> [1] 66:8  <b>comfortable</b> [3]  31:22; 32:4;  77:10  <b>commend</b> [3] 51:6;  72:1; 82:14  <b>comment</b> [3] 8:19;  14:15; 79:12  <b>comments</b> [25] 5:22;  6:13, 15, 18;  7:16, 19; 8:1, 3,  5, 10, 12, 13,  17, 19, 22; 10:9,  17; 12:7; 17:5;  26:12; 29:1;  31:4; 36:6; 56:9  <b>commercial</b> [1] 27:3  <b>commission</b> [6]  10:16; 11:9;  27:5; 29:10;  47:3, 9  <b>commissioner</b> [4]  4:9; 43:8; 44:3  <b>commissioner-elects</b>  [1] 43:19  <b>commissioners</b> [9] </p>
-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

4:8; 25:17;  
30:15; 32:18;  
74:20; 76:10, 13;  
79:2  
**commissioners-elect** [1] 79:3  
**commitment** [3]  
26:19; 39:19;  
79:4  
**committed** [1] 75:16  
**committee** [1] 29:10  
**commonwealth** [1]  
76:6  
**communication** [1]  
70:13  
**communities** [4]  
25:9; 28:21;  
76:2, 4  
**community** [15]  
20:2; 21:21;  
29:4; 33:21;  
34:2, 8; 39:1;  
40:5; 44:10;  
49:3; 60:12;  
67:12; 69:22;  
70:14; 88:11  
**company** [2] 70:8;  
80:10  
**comparatively** [1]  
60:9  
**compared** [1] 87:20  
**compensated** [1]  
32:7  
**compete** [1] 34:9  
**competing** [1] 34:22  
**competition** [1]  
35:6  
**compiled** [1] 11:7  
**complete** [3] 23:7;  
25:21; 51:11  
**completed** [2] 30:8;  
62:19  
**completing** [1]  
51:18  
**completion** [2]  
51:7, 13  
**comply** [1] 6:8  
**compromised** [1]  
77:12  
**concern** [4] 51:9;  
56:10; 65:5; 66:2  
**concerned** [3] 18:3;  
50:10; 56:6  
**concerns** [12]  
17:22; 39:18;  
45:14; 46:21;  
55:21; 56:10;  
57:2; 60:21;  
76:21; 77:3, 21;  
83:4  
**conclusion** [1]  
90:13  
**concrete** [1] 34:16  
**conditions** [3]  
10:4; 48:5, 15  
**conducted** [1] 17:11

**conducting** [1] 11:1  
**conestoga** [13]  
17:15; 18:3, 4;  
22:5; 23:17;  
38:15, 16; 39:14,  
16; 53:2; 57:16;  
60:14; 64:7  
**conference** [1]  
36:13  
**confident** [1] 69:5  
**congested** [1] 57:10  
**congestion** [1] 27:8  
**congress** [1] 60:6  
**connective** [1] 38:1  
**conowingo** [1] 65:2  
**conservancy** [5]  
18:5; 23:20, 21;  
26:4; 53:6  
**conservation** [9]  
4:7; 20:20, 21;  
22:2; 23:22;  
39:11; 42:22;  
75:2, 13  
**conservative** [1]  
66:20  
**consider** [7] 6:11;  
36:1; 52:3, 5,  
12, 13; 83:14  
**considered** [2]  
61:14; 70:10  
**consistent** [1]  
18:13  
**constant** [1] 66:7  
**constituents** [1]  
52:8  
**constraints** [1]  
17:2  
**construct** [1] 6:7  
**constructed** [2]  
23:8; 74:8  
**construction** [2]  
22:14; 69:18  
**consultation** [1]  
10:14  
**consumer** [1] 36:15  
**contact** [3] 19:3;  
61:10  
**contained** [1] 92:3  
**contend** [1] 62:3  
**contiguous** [1] 44:5  
**continental** [1]  
53:1  
**continuance** [1]  
39:6  
**continue** [3] 34:14;  
44:20; 73:9  
**continues** [2] 41:8,  
16  
**continuous** [1] 69:1  
**contribute** [1]  
56:22  
**control** [2] 24:11;  
48:19  
**conversancy** [3]  
25:1; 29:12;  
86:20

**conversations** [1]  
90:15  
**conversion** [6]  
26:17; 38:20, 22;  
44:16; 75:14;  
85:1  
**converted** [2]  
31:12; 69:6  
**converting** [2] 7:9;  
44:4  
**cookies** [3] 5:4, 5;  
73:11  
**copies** [1] 11:15  
**copy** [2] 56:12;  
92:5  
**correct** [3] 34:1;  
51:13; 92:5  
**corridor** [4] 35:11;  
70:2; 78:11; 84:5  
**corridors** [5] 70:4,  
6, 13, 17; 71:1  
**cost** [4] 16:9;  
44:12; 48:16;  
56:22  
**costs** [3] 44:16, 17  
**council** [6] 10:14;  
33:8; 47:10;  
57:19; 62:16;  
83:19  
**counted** [1] 13:22  
**counties** [2] 42:14;  
67:21  
**countless** [2] 21:1;  
40:22  
**country** [8] 35:9;  
47:17; 48:18;  
52:19; 53:18;  
57:21; 67:17;  
75:10  
**county** [105] 4:8;  
13:19; 16:12;  
17:10, 20; 18:12;  
20:4, 15; 23:2,  
20; 24:1; 25:8,  
17; 26:21, 22;  
27:4, 5, 7, 13;  
28:3, 6; 29:3,  
10; 30:15; 31:7;  
32:9, 14; 33:11,  
20, 22; 34:18;  
35:18; 36:3;  
37:3; 38:2;  
39:10; 40:10, 21;  
41:2, 16, 17, 20,  
21; 42:7, 14, 20;  
43:4, 7; 44:3, 7,  
8, 12; 45:8, 14,  
18; 46:7, 16, 19;  
47:2, 3, 8, 15,  
16, 22; 49:22;  
53:7; 55:11, 12,  
15; 58:5, 7;  
63:1, 13, 14;  
66:17, 20; 67:10,  
19, 22; 68:20;  
69:9, 10, 14;

71:1, 9, 22;  
74:19; 75:5, 6;  
76:10, 13; 77:5;  
78:8; 79:2; 84:7;  
85:3; 86:15, 17,  
22; 87:15, 18;  
88:8; 89:3, 4  
**county's** [1] 44:2  
**couple** [4] 5:13;  
60:22; 68:10;  
82:19  
**couples** [1] 59:1  
**course** [1] 61:1  
**court** [3] 7:17;  
60:7; 92:9  
**cover** [1] 38:5  
**covered** [3] 34:5;  
58:2; 73:15  
**craig** [3] 2:16;  
38:13, 14  
**crane** [1] 86:6  
**crazy** [1] 78:12  
**create** [6] 22:20;  
24:17; 25:6;  
71:21, 22; 72:14  
**created** [2] 42:13;  
49:5  
**creates** [1] 64:10  
**creating** [2] 9:9;  
72:13  
**creator** [1] 36:17  
**credit** [1] 54:11  
**creek** [3] 40:3;  
67:19; 75:8  
**creeper** [1] 37:12  
**critical** [1] 63:15  
**cross** [2] 57:21;  
67:17  
**crossing** [3] 77:20;  
78:2, 3  
**crossings** [4]  
51:10; 61:2;  
78:1, 6  
**cumberland** [1] 58:3  
**current** [4] 13:7;  
30:13; 43:7; 83:9  
**currently** [3]  
19:17; 56:20;  
83:15  
**curves** [1] 48:2  
**cycling** [4] 62:17,  
19, 22; 64:12

- D -

**d** [5] 2:1; 3:1;  
4:1; 5:1, 18  
**daily** [1] 54:16  
**damage** [1] 13:11  
**damn** [2] 65:2  
**danger** [1] 61:6  
**dangerous** [4]  
15:15, 19; 30:3;  
63:9  
**data** [1] 59:20

<b>date</b> [1] 1:11 <b>daughter</b> [2] 30:8, 21 <b>daunting</b> [1] 18:11 <b>dave</b> [1] 13:3 <b>david</b> [6] 2:3; 3:7; 13:1, 3; 62:9 <b>davis</b> [1] 37:10 <b>day</b> [5] 16:1; 19:12; 66:6; 88:5, 10 <b>days</b> [5] 57:4, 5; 58:2; 59:12; 60:1 <b>dc</b> [1] 50:18 <b>deal</b> [7] 18:13, 16, 19; 19:5; 46:2; 66:6; 90:11 <b>dealt</b> [2] 66:3; 83:5 <b>death</b> [1] 81:18 <b>deaths</b> [1] 57:1 <b>december</b> [2] 8:3, 20 <b>decent</b> [1] 39:21 <b>decide</b> [1] 65:12 <b>decision</b> [4] 6:11; 36:3, 4; 43:12 <b>decrease</b> [1] 56:13 <b>dedicated</b> [3] 18:4, 8; 20:19 <b>deer</b> [1] 86:9 <b>delightful</b> [1] 58:17 <b>demand</b> [2] 27:9; 42:10 <b>demanding</b> [1] 35:4 <b>demands</b> [1] 48:4 <b>demographic</b> [1] 34:14 <b>denver</b> [1] 52:22 <b>deny</b> [2] 34:15; 81:10 <b>denying</b> [1] 81:1 <b>department</b> [6] 17:21; 39:11; 47:3; 71:9; 75:2, 13 <b>depend</b> [1] 21:1 <b>dependent</b> [2] 21:12; 88:6 <b>deplete</b> [1] 18:8 <b>depression</b> [1] 48:13 <b>deputy</b> [2] 4:7; 75:1 <b>describe</b> [1] 10:11 <b>design</b> [6] 18:13, 14; 24:14; 25:2; 42:4; 75:8 <b>despite</b> [1] 59:9 <b>destinations</b> [1] 32:11 <b>destroy</b> [1] 54:2 <b>detailed</b> [1] 44:15 <b>determined</b> [1] 6:21 <b>develop</b> [3] 44:15,	22; 76:6 <b>developed</b> [6] 10:13; 12:4; 41:13, 16; 42:2; 70:17 <b>developing</b> [2] 20:5; 54:17 <b>development</b> [6] 27:17; 28:2; 42:20; 45:7; 67:1; 71:2 <b>developments</b> [1] 27:21 <b>diabetes</b> [6] 19:19; 47:14, 16, 17; 48:12; 88:4 <b>dialogue</b> [1] 89:12 <b>dick</b> [6] 4:3, 9; 43:18; 45:9; 74:22; 88:1 <b>died</b> [1] 15:4 <b>difference</b> [1] 63:20 <b>different</b> [6] 28:17; 54:7; 86:19; 87:7, 8; 90:18 <b>difficult</b> [2] 21:18; 23:13 <b>difficulties</b> [1] 46:4 <b>dig</b> [1] 49:22 <b>digging</b> [1] 74:11 <b>diminished</b> [1] 27:19 <b>direct</b> [1] 49:10 <b>direction</b> [2] 51:19; 59:13 <b>directly</b> [2] 24:2; 67:12 <b>director</b> [2] 45:13; 75:6 <b>directors</b> [3] 23:19; 45:19; 57:18 <b>dirt</b> [1] 89:18 <b>disadvantages</b> [1] 67:4 <b>disappearing</b> [1] 48:21 <b>disappears</b> [1] 24:22 <b>disappointed</b> [1] 31:17 <b>disappointing</b> [1] 58:9 <b>disassembled</b> [1] 80:7 <b>discharged</b> [1] 77:16 <b>discovered</b> [2] 5:4; 58:12 <b>discovery</b> [1] 11:12 <b>discuss</b> [2] 11:20; 47:11 <b>discusses</b> [1] 7:8	<b>discussing</b> [2] 9:2; 43:16 <b>disease</b> [5] 15:5; 47:19; 48:8, 14, 19 <b>diseases</b> [1] 48:14 <b>disruption</b> [1] 78:16 <b>dissolved</b> [1] 49:6 <b>distance</b> [2] 58:2, 10 <b>distances</b> [1] 63:11 <b>district</b> [1] 64:16 <b>divide</b> [1] 53:1 <b>doctor</b> [1] 48:6 <b>document</b> [9] 7:4; 8:22; 11:4; 19:6; 26:1; 38:6; 47:4 <b>documentation</b> [2] 11:6, 14 <b>documents</b> [2] 6:13; 7:5 <b>dog</b> [1] 59:9 <b>dollars</b> [2] 45:17; 56:22 <b>dolores</b> [1] 4:14 <b>domain</b> [1] 70:7 <b>donate</b> [1] 18:9 <b>donations</b> [1] 26:19 <b>doors</b> [3] 11:19; 35:20; 87:7 <b>downside</b> [1] 50:21 <b>downtown</b> [2] 58:13; 68:1 <b>dr</b> [10] 2:20; 3:22; 4:19; 47:6; 56:9; 86:12, 13; 87:9; 88:2 <b>draft</b> [6] 6:18; 10:10, 11, 19; 11:10, 16 <b>drainage</b> [1] 84:1 <b>draude</b> [3] 2:7; 20:16, 17 <b>draw</b> [1] 37:13 <b>drink</b> [1] 59:16 <b>drive</b> [6] 32:16; 34:1, 2; 58:9; 65:4; 78:12 <b>drives</b> [1] 78:12 <b>driving</b> [3] 59:9; 64:18; 65:9 <b>drove</b> [1] 68:11 <b>drugs</b> [1] 80:1 <b>drumore</b> [1] 40:8 <b>drywall</b> [1] 65:16 <b>due</b> [4] 8:3; 12:13; 17:1; 27:1 <b>dump</b> [3] 14:22; 15:1; 53:13 <b>dumping</b> [2] 15:2; 18:20 <b>durango</b> [1] 52:22 <b>dutch</b> [5] 40:9, 11; 41:3, 7; 42:21 <b>dynamite</b> [1] 74:15	<b>- E -</b>  <b>e</b> [5] 2:1; 3:1; 4:1; 5:1 <b>e-mail</b> [1] 17:6 <b>e-town</b> [1] 38:9 <b>eager</b> [1] 42:17 <b>eagle</b> [2] 62:18; 86:5 <b>earliest</b> [1] 43:2 <b>early</b> [2] 24:13; 54:13 <b>ears</b> [1] 19:2 <b>earth</b> [1] 6:4 <b>easily</b> [1] 53:12 <b>east</b> [4] 34:1, 3; 40:8; 84:2 <b>easy</b> [1] 46:1 <b>eat</b> [1] 87:16 <b>echo</b> [1] 76:17 <b>economic</b> [9] 19:5, 8; 25:6; 26:2; 45:6; 59:19; 71:1; 76:3; 78:20 <b>economically</b> [1] 87:19 <b>edgell</b> [5] 2:4; 13:2; 14:19, 20; 86:3 <b>education</b> [1] 20:6 <b>educational</b> [1] 22:2 <b>educator</b> [1] 36:16 <b>effort</b> [1] 43:15 <b>efforts</b> [4] 11:14; 44:1; 72:1; 86:19 <b>eight</b> [1] 66:6 <b>elaborate</b> [1] 88:2 <b>elect</b> [2] 4:9 <b>elected</b> [2] 43:20; 44:3 <b>electric</b> [1] 90:7 <b>electrical</b> [1] 90:7 <b>eligible</b> [2] 42:1; 46:12 <b>elizabethtown</b> [1] 81:14 <b>eloquent</b> [1] 82:22 <b>eminent</b> [1] 70:7 <b>enck's</b> [1] 65:15 <b>encourage</b> [3] 32:22; 39:10; 74:18 <b>encroachment</b> [1] 34:16 <b>end</b> [10] 39:20; 44:9; 65:10; 72:22; 73:15, 20, 21; 74:10; 79:5; 84:2 <b>endangered</b> [1] 21:7 <b>engage</b> [2] 57:4; 90:15 <b>engineering</b> [2] 4:7; 54:12
-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------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<p><b>enjoy</b> [6] 27:22; 35:1, 20; 42:17; 69:3; 77:10 <b>enjoying</b> [2] 19:21; 56:1 <b>enola</b> [17] 1:7; 5:9, 10; 6:20; 7:9; 9:4; 10:21; 17:16; 31:5, 12; 33:4, 18; 35:14; 38:20; 42:22; 67:6; 73:16 <b>enough</b> [2] 28:12; 53:10 <b>ensure</b> [1] 12:4 <b>enter</b> [1] 14:3 <b>enthusiastic</b> [2] 31:19; 55:8 <b>enthusiastically</b> [1] 55:2 <b>entire</b> [12] 10:21; 16:21; 17:3, 8; 20:15; 23:7; 36:20; 41:9; 49:2; 55:16; 58:2; 85:3 <b>entirety</b> [2] 29:3; 35:15 <b>entity</b> [1] 42:19 <b>environment</b> [7] 20:6; 34:13, 20, 21; 49:10; 56:5; 89:16 <b>environmental</b> [4] 1:18; 5:16; 47:10; 89:1 <b>environments</b> [1] 35:5 <b>epidemic</b> [2] 47:14, 17 <b>episode</b> [1] 19:20 <b>equestrians</b> [1] 55:5 <b>equipment</b> [1] 60:3 <b>equipped</b> [1] 59:3 <b>eshelman</b> [3] 2:16; 38:13, 14 <b>especially</b> [5] 21:5; 37:3; 48:1; 66:5; 74:9 <b>establish</b> [2] 44:13; 45:22 <b>established</b> [1] 87:9 <b>estates</b> [3] 31:5; 49:17, 18 <b>estimates</b> [1] 27:5 <b>evening</b> [24] 5:2, 6; 7:15; 10:8; 14:19; 16:17; 17:5; 22:4, 8; 23:11, 16; 33:16; 38:13; 40:6; 43:6, 9; 45:11; 49:12; 54:19; 57:15; 70:16;</p>	<p>86:12; 90:17; 91:1 <b>event</b> [1] 58:11 <b>events</b> [3] 40:22; 41:1, 5 <b>everybody</b> [3] 18:22; 50:8; 78:13 <b>everyone</b> [9] 5:2, 8; 10:2; 51:16; 79:11; 84:13; 88:15; 90:18, 19 <b>everything</b> [3] 7:18; 24:21; 57:13 <b>evidence</b> [1] 92:3 <b>example</b> [2] 63:5; 74:4 <b>examples</b> [1] 35:8 <b>exceed</b> [1] 63:8 <b>excellent</b> [1] 82:15 <b>excess</b> [1] 63:10 <b>excited</b> [1] 31:11 <b>exciting</b> [1] 41:11 <b>exercise</b> [12] 35:1, 5, 16; 48:10, 15, 21; 57:4; 63:19; 64:6; 71:15; 87:11; 88:6 <b>exercising</b> [2] 64:10; 88:3 <b>existing</b> [1] 72:17 <b>expenses</b> [1] 16:14 <b>experience</b> [13] 15:13; 24:12; 33:4; 68:5; 75:12; 76:7; 77:8; 85:4; 87:3, 6, 21; 89:1; 90:22 <b>experienced</b> [1] 59:3 <b>experiences</b> [3] 41:13; 43:3; 85:14 <b>experiencing</b> [1] 87:7 <b>experiment</b> [1] 31:14 <b>experts</b> [1] 34:14 <b>expired</b> [1] 12:11 <b>explain</b> [1] 85:19 <b>express</b> [2] 44:4; 71:4 <b>expressed</b> [1] 23:12 <b>extends</b> [2] 50:15; 52:19 <b>extensive</b> [1] 28:2 <b>eyes</b> [1] 19:1 <b>eyesore</b> [1] 53:13</p>	<p>38:21 <b>facilities</b> [2] 55:19; 59:10 <b>facility</b> [2] 39:13, 18 <b>fact</b> [7] 34:17; 37:16; 51:12; 54:9; 60:11; 72:20; 85:12 <b>fair</b> [2] 1:13; 81:2 <b>fairs</b> [1] 13:19 <b>fall</b> [3] 10:18; 68:11; 88:14 <b>familiar</b> [3] 31:6; 38:8; 53:21 <b>families</b> [7] 30:17; 32:21; 41:1, 8; 42:17; 55:22; 58:22 <b>family</b> [4] 31:14; 36:14; 40:9; 53:9 <b>far</b> [2] 23:4; 47:16 <b>farm</b> [2] 27:6; 60:15 <b>farmer</b> [1] 61:17 <b>farmers</b> [3] 27:14, 16; 51:20 <b>farming</b> [3] 33:21; 34:2; 35:3 <b>farmland</b> [1] 29:12 <b>farmlands</b> [1] 33:14 <b>farms</b> [1] 58:19 <b>fast</b> [3] 18:1, 7; 26:20 <b>father</b> [1] 69:10 <b>favor</b> [9] 33:10; 38:19; 51:15; 52:2; 79:9; 83:2; 85:1, 22; 86:2 <b>favorite</b> [1] 32:8 <b>fayette</b> [1] 67:20 <b>fear</b> [1] 52:10 <b>feat</b> [1] 54:12 <b>feature</b> [1] 42:4 <b>federal</b> [1] 6:8 <b>feeding</b> [1] 86:6 <b>feel</b> [9] 8:11; 41:12; 49:13; 53:6, 11; 73:7; 77:11; 79:13; 85:20 <b>feeling</b> [2] 71:12; 77:10 <b>feelings</b> [1] 52:6 <b>feet</b> [1] 86:5 <b>felpel</b> [6] 2:3; 13:1, 3, 4; 14:8, 16 <b>felt</b> [2] 17:17; 24:15 <b>females</b> [2] 47:18; 59:5 <b>fever</b> [1] 15:3 <b>few</b> [16] 9:18;</p>	<p>12:2; 23:4; 27:9; 39:21; 52:16; 58:8; 59:5, 10, 13; 63:6; 64:19; 76:20; 78:18; 84:15; 89:8 <b>fewer</b> [2] 35:3 <b>fifth</b> [1] 88:20 <b>figure</b> [1] 34:14 <b>fill</b> [2] 82:20; 84:17 <b>fillo</b> [4] 2:5; 13:2; 16:17, 18 <b>filthy</b> [1] 5:6 <b>finalizing</b> [1] 9:2 <b>finally</b> [1] 46:22 <b>financial</b> [3] 39:19; 75:16; 76:14 <b>financially</b> [1] 26:19 <b>find</b> [4] 23:13, 14; 79:22 <b>fine</b> [2] 46:7; 61:21 <b>finest</b> [1] 55:18 <b>firearms</b> [1] 77:16 <b>first</b> [9] 11:18; 12:15, 20, 22; 26:10; 35:17; 43:8; 64:4; 85:5 <b>fish</b> [1] 24:5 <b>fished</b> [1] 31:8 <b>fit</b> [1] 42:8 <b>fitness</b> [4] 40:20; 41:6; 63:20; 64:13 <b>five</b> [5] 31:10, 16; 38:4; 58:8; 88:5 <b>fix</b> [1] 80:11 <b>flew</b> [1] 86:5 <b>flower</b> [1] 61:19 <b>flowers</b> [1] 68:13 <b>folks</b> [7] 14:18; 38:11; 43:22; 48:8; 69:20; 88:11; 89:3 <b>follow</b> [2] 12:21; 13:1 <b>following</b> [1] 41:21 <b>food</b> [1] 60:1 <b>force</b> [5] 15:17; 18:18; 33:12; 44:14; 79:19 <b>forefathers</b> [1] 54:11 <b>forest</b> [1] 37:15 <b>forever</b> [1] 39:7 <b>forge</b> [2] 17:16; 18:11 <b>form</b> [1] 70:21 <b>formal</b> [1] 90:13 <b>former</b> [1] 75:5 <b>forming</b> [1] 22:18 <b>forth</b> [3] 10:20;</p>
- F -			
	<p><b>faced</b> [1] 45:21 <b>facilitate</b> [1]</p>		

11:11; 54:11  
**fortunate** [1] 31:9  
**forward** [9] 9:7;  
 12:5; 25:18;  
 29:2; 43:2; 45:1;  
 51:19; 70:1;  
 84:18  
**found** [1] 24:19  
**founded** [1] 26:15  
**four** [9] 15:8;  
 49:14; 58:1, 22;  
 59:2, 4, 22;  
 77:15; 89:18  
**fourth** [1] 88:19  
**foxes** [1] 86:9  
**frank** [6] 2:12;  
 3:20; 30:18;  
 83:17, 18  
**frederic** [1] 4:15  
**free** [2] 8:12;  
 35:5  
**freedom** [2] 79:14;  
 85:8  
**freely** [1] 90:20  
**frequency** [1] 58:22  
**frequently** [1] 63:7  
**friendlier** [1] 85:9  
**friendliness** [1]  
 37:17  
**friendly** [1] 58:20  
**friends** [7] 13:6,  
 13, 18; 58:1, 11;  
 59:22; 68:10  
**front** [1] 14:11  
**fruition** [1] 74:19  
**frustration** [1]  
 77:17  
**fulfill** [1] 62:18  
**fully** [2] 46:5;  
 92:3  
**fulton** [6] 3:10;  
 45:19; 64:17;  
 69:8, 9; 74:2  
**fun** [3] 40:20;  
 41:6; 63:20  
**function** [1] 44:5  
**funding** [2] 44:19;  
 70:7  
**funds** [1] 44:19  
**furthermore** [1]  
 75:15  
**future** [5] 30:17;  
 35:13; 45:2;  
 54:17; 67:6  
**futuristic** [1]  
 34:20

- G -

**g** [2] 4:7; 5:1  
**gain** [1] 21:16  
**gap** [1] 65:3  
**garden** [1] 89:21  
**garrett** [1] 4:14  
**gathering** [1] 88:11

**gear** [1] 32:16  
**gem** [4] 20:13;  
 69:14; 71:21;  
 84:5  
**general** [1] 57:3  
**general's** [1] 56:13  
**generally** [1] 31:6  
**generation** [1]  
 54:17  
**generously** [1]  
 27:14  
**gentleman** [1] 85:12  
**george** [1] 4:13  
**georgetown** [1] 58:3  
**georgia** [1] 52:20  
**geriatrician** [1]  
 48:3  
**germany** [1] 40:18  
**gettysburg** [1] 64:1  
**ghosh** [3] 1:18;  
 9:15; 10:8  
**gift** [1] 89:3  
**girl** [3] 36:11,  
 12, 16  
**girls** [1] 37:1  
**giving** [2] 52:15;  
 64:12  
**glad** [1] 60:5  
**glass** [1] 22:11  
**glazier** [7] 2:10;  
 3:4; 4:11; 26:7,  
 9; 54:19, 20  
**goals** [1] 79:14  
**goes** [8] 32:10;  
 36:18; 38:9;  
 50:16; 76:11, 15;  
 77:13; 86:9  
**good** [28] 5:2;  
 10:8; 14:19;  
 16:17; 22:4;  
 23:16; 32:20;  
 33:16; 37:18;  
 38:13; 40:6;  
 43:6; 45:11;  
 46:20; 49:12;  
 50:20; 54:19;  
 57:15; 59:18;  
 62:2, 6, 7; 63:5;  
 68:10; 82:18;  
 85:20; 86:12;  
 91:2  
**goodno** [3] 2:9;  
 23:16, 17  
**government** [2]  
 70:9; 71:9  
**grade** [11] 23:9;  
 33:19; 35:14;  
 43:1; 53:10;  
 64:9; 67:6;  
 68:19; 73:16;  
 74:8; 88:20  
**graded** [1] 42:12  
**grades** [2] 48:9;  
 63:7  
**grandchildren** [4]  
 20:11; 59:2;

71:14, 17  
**grandfather** [1]  
 69:13  
**grandparents** [3]  
 20:10; 59:1;  
 71:13  
**grant** [3] 14:9;  
 70:7; 75:18  
**great** [11] 19:5;  
 21:21; 23:9;  
 34:9; 39:4; 40:4;  
 41:2; 42:17;  
 53:9; 65:7; 66:17  
**greatest** [1] 72:6  
**greatly** [1] 43:11  
**greeted** [1] 85:13  
**greta** [3] 3:9;  
 67:3, 8  
**grew** [2] 33:21;  
 64:16  
**ground** [5] 1:13;  
 11:21; 12:2, 4;  
 82:7  
**group** [5] 46:20;  
 59:22; 62:12;  
 82:22; 90:16  
**groups** [7] 44:10;  
 59:2, 3, 4;  
 67:12; 71:10;  
 86:20  
**grown** [1] 31:20  
**growth** [2] 27:1;  
 66:19  
**guess** [1] 89:22  
**guests** [1] 17:12  
**guns** [1] 46:3  
**gurtler** [3] 2:11;  
 29:5, 6  
**guy** [2] 49:13;  
 65:10  
**gym** [2] 63:19;  
 87:13

- H -

**habitat** [2] 21:3;  
 25:13  
**hackman** [3] 3:3;  
 52:14, 15  
**half** [3] 30:20,  
 21; 59:17  
**hand** [2] 13:21;  
 74:10  
**happier** [1] 50:14  
**happy** [9] 5:5;  
 6:15; 7:16; 14:6;  
 16:5; 47:1; 73:6;  
 84:6; 85:10  
**harbor** [3] 36:18;  
 57:17; 86:4  
**hard** [1] 59:20  
**harley** [3] 2:14;  
 33:16, 17  
**hasn't** [2] 31:18;  
 66:9

**haven't** [3] 13:21;  
 73:20; 85:18  
**hay** [1] 65:11  
**head** [1] 39:17  
**headquarters** [1]  
 37:9  
**heads** [1] 42:3  
**health** [7] 40:20;  
 41:6; 49:2, 6;  
 57:2; 63:17; 88:3  
**healthy** [1] 35:15  
**hear** [10] 6:15;  
 10:6; 16:8; 32:2;  
 36:5; 79:17, 18;  
 80:8; 84:6, 9  
**heard** [9] 9:22;  
 16:11; 48:1;  
 67:4; 76:9, 17,  
 20; 78:21; 79:4  
**hearing** [2] 1:2;  
 91:3  
**heart** [2] 48:13;  
 71:12  
**heartedly** [1] 18:1  
**heebner** [1] 4:13  
**height** [1] 10:1  
**hello** [3] 12:1;  
 71:20; 85:13  
**help** [4] 14:15;  
 25:2; 36:2; 73:11  
**helped** [1] 45:16  
**helping** [1] 47:4  
**henderson** [3] 4:9;  
 43:19; 45:9  
**heritage** [22]  
 19:11; 32:9;  
 33:2; 40:3; 42:9;  
 45:18; 54:5;  
 55:13, 17; 56:8;  
 57:20; 58:12;  
 60:7; 67:22;  
 69:11, 15; 74:1;  
 77:5; 78:22;  
 80:8; 83:2; 85:7  
**hi** [1] 20:16  
**high** [1] 47:19  
**higher** [2] 21:8;  
 30:10  
**highest** [2] 37:11;  
 47:15  
**highlands** [1] 32:13  
**highly** [1] 56:7  
**highways** [2] 32:5;  
 37:4  
**hike** [6] 24:5;  
 27:15; 37:10;  
 55:10; 62:19;  
 64:2  
**hiked** [5] 17:12;  
 31:8; 36:20;  
 40:2; 73:18  
**hiker** [2] 29:13;  
 52:17  
**hikers** [5] 28:14;  
 34:20; 35:11;  
 53:22; 55:5

<b>hikes</b> [1] 17:11 <b>hiking</b> [10] 16:18, 22; 17:3, 7, 9, 10; 20:10; 33:14; 39:21; 53:9 <b>hill</b> [2] 36:17; 63:9 <b>hills</b> [2] 39:21; 48:2 <b>historian</b> [2] 11:2, 3 <b>historic</b> [21] 6:3, 9, 11, 19, 21, 22; 7:3; 9:3; 10:14, 21; 11:12; 13:11; 45:13; 46:8, 9, 13, 22; 47:4; 49:1; 54:10; 57:18 <b>historical</b> [6] 10:15; 11:9; 22:8, 19; 25:22; 72:18 <b>historically</b> [1] 45:5 <b>history</b> [5] 22:6; 60:11; 61:12; 65:1; 74:7 <b>hit</b> [1] 15:4 <b>hoffman</b> [1] 1:13 <b>holding</b> [1] 62:15 <b>hole</b> [1] 89:22 <b>hollow</b> [1] 74:16 <b>home</b> [6] 7:20; 8:13; 30:22; 34:8; 53:2; 88:7 <b>homes</b> [1] 8:16 <b>honor</b> [2] 29:9; 37:8 <b>hope</b> [6] 5:3; 32:17; 36:5; 79:6; 83:14; 86:11 <b>hopefully</b> [1] 42:19 <b>hoping</b> [1] 16:7 <b>horse</b> [15] 18:19; 26:10; 27:11, 15, 18; 28:3, 5, 11, 13, 16; 37:14, 17; 56:2; 59:5; 82:3 <b>horses</b> [4] 19:9; 28:7; 55:10 <b>host</b> [1] 48:14 <b>hour</b> [3] 15:14; 34:2; 59:17 <b>hour's</b> [1] 33:22 <b>hours</b> [2] 5:5, 14 <b>house</b> [1] 78:17 <b>howard</b> [1] 4:10 <b>huffreys</b> [2] 4:3; 88:1 <b>human</b> [1] 71:11 <b>humans</b> [1] 69:2 <b>hundreds</b> [1] 76:5 <b>hunt</b> [5] 24:5;	27:15; 32:10; 80:22; 81:18 <b>hunter</b> [1] 80:21 <b>hunters</b> [1] 81:18 <b>hunting</b> [2] 81:17, 20 <b>husband</b> [1] 26:13 <b>hypertension</b> [1] 48:13 <hr/> - I - <hr/> <b>idea</b> [4] 72:12, 13; 77:2; 78:10 <b>ideal</b> [2] 28:11; 53:8 <b>illegal</b> [1] 15:10 <b>imagine</b> [1] 74:12 <b>immediate</b> [2] 42:22; 68:22 <b>immediately</b> [1] 19:4 <b>impact</b> [5] 36:7; 49:2; 78:20; 87:20 <b>impacts</b> [1] 7:3 <b>implementation</b> [2] 25:3; 75:8 <b>importance</b> [1] 75:22 <b>important</b> [5] 8:7; 27:11; 33:13; 35:7; 36:3 <b>importantly</b> [1] 43:17 <b>impressive</b> [1] 72:8 <b>improved</b> [1] 48:15 <b>improvement</b> [2] 49:10; 51:12 <b>improvements</b> [1] 49:8 <b>improves</b> [1] 24:22 <b>inaccessible</b> [1] 21:13 <b>inappropriate</b> [1] 28:5 <b>include</b> [4] 11:1; 36:4; 44:16; 60:3 <b>included</b> [1] 32:11 <b>includes</b> [2] 6:9; 35:14 <b>including</b> [4] 24:1; 26:13; 28:11; 36:21 <b>incorporated</b> [1] 78:6 <b>increase</b> [1] 56:17 <b>increased</b> [1] 27:9 <b>increases</b> [1] 35:2 <b>increasing</b> [2] 42:9; 76:1 <b>increasingly</b> [3] 35:7; 57:10 <b>indeed</b> [1] 50:14 <b>independence</b> [1]	48:11 <b>indiantown</b> [1] 65:3 <b>individual</b> [3] 19:14; 26:10; 46:15 <b>individuals</b> [1] 12:15 <b>industrial</b> [2] 27:3; 59:10 <b>information</b> [1] 37:22 <b>initial</b> [1] 45:17 <b>initiating</b> [1] 39:12 <b>injections</b> [1] 88:5 <b>injured</b> [1] 16:10 <b>injuries</b> [1] 28:9 <b>insiders</b> [2] 35:18; 36:1 <b>insofar</b> [1] 45:14 <b>installed</b> [1] 78:10 <b>instances</b> [1] 70:5 <b>instead</b> [1] 55:21 <b>instructions</b> [1] 9:18 <b>instructor</b> [1] 36:15 <b>insulin</b> [1] 88:5 <b>insured</b> [2] 16:13, 14 <b>intact</b> [4] 17:19; 26:2; 42:12, 18 <b>intend</b> [1] 51:12 <b>interest</b> [6] 22:10, 14; 31:20; 43:10, 17; 44:4 <b>interested</b> [4] 7:15; 21:10; 22:6; 33:11 <b>interesting</b> [1] 74:9 <b>international</b> [1] 40:17 <b>intimidated</b> [1] 79:13 <b>invading</b> [1] 52:4 <b>invasion</b> [3] 52:10; 61:17; 77:3 <b>involve</b> [1] 41:1 <b>involved</b> [4] 46:20; 49:9; 52:18; 63:17 <b>involving</b> [1] 51:10 <b>irritating</b> [1] 77:14 <b>isn't</b> [1] 48:10 <b>issue</b> [7] 43:16; 60:20; 61:1; 63:17; 65:19; 77:19; 90:10 <b>issued</b> [3] 10:18; 56:14; 61:2 <b>issues</b> [13] 6:5; 18:13, 14, 20; 25:19, 20; 51:10; 61:13; 63:2;	66:3; 69:6; 83:6 <b>issuing</b> [1] 8:22 <b>items</b> [1] 59:11 <hr/> - J - <hr/> <b>j</b> [1] 4:15 <b>jane</b> [2] 2:6; 20:3 <b>january</b> [1] 43:21 <b>jefferson</b> [1] 37:15 <b>jim</b> [2] 3:11; 72:3 <b>job</b> [2] 37:18; 55:14 <b>joggers</b> [3] 34:9, 21; 59:4 <b>john</b> [8] 3:6, 19, 21; 60:13; 83:16; 84:19 <b>junction</b> [1] 32:12 <b>junk</b> [1] 55:22 <hr/> - K - <hr/> <b>kane</b> [1] 16:10 <b>keene</b> [5] 2:22; 51:1, 2; 64:20; 66:2 <b>keep</b> [5] 15:14; 26:1; 33:13; 46:3; 70:1 <b>keeper</b> [1] 12:12 <b>ken</b> [4] 2:5; 13:2; 16:17, 18 <b>key</b> [1] 20:5 <b>keystone</b> [2] 40:13; 53:4 <b>kick</b> [1] 30:19 <b>kids</b> [2] 32:16; 71:18 <b>kind</b> [4] 31:3; 64:22; 71:4; 87:20 <b>kinds</b> [1] 86:19 <b>knerr</b> [1] 4:15 <b>knowledge</b> [1] 20:20 <b>kooker</b> [3] 2:14; 33:16, 17 <b>kriner</b> [3] 2:8; 22:4, 5 <hr/> - L - <hr/> <b>lad</b> [1] 65:9 <b>lakewood</b> [3] 31:4; 49:17, 18 <b>lamparter</b> [1] 80:5 <b>lancaster</b> [55] 4:8; 16:18; 17:9, 20; 20:4, 18; 23:2, 19; 26:21; 27:4, 5, 13; 28:3; 31:6; 32:12; 33:20; 34:18;
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35:18; 36:3; 37:3; 38:2; 39:10; 40:10, 12, 21; 41:2, 17, 20; 42:7, 9, 14, 20; 43:4; 44:2, 7, 8; 45:7, 13; 47:7, 15, 21; 53:7; 57:20; 58:5, 7; 66:17; 67:9; 68:20; 86:14, 15; 89:2, 4 <b>land</b> [13] 24:15; 27:6, 14, 17, 18; 29:20; 30:11; 33:18; 34:4; 35:3; 68:8; 69:5; 82:5 <b>landmark</b> [1] 72:18 <b>landowner</b> [5] 23:18; 77:13; 78:11; 83:20; 89:6 <b>landowners</b> [8] 19:7; 25:19; 35:12; 43:11; 46:2; 51:20; 71:16; 77:3 <b>lands</b> [6] 24:4, 11; 25:4; 27:2; 34:18; 87:2 <b>landscape</b> [1] 46:10 <b>lapp</b> [2] 3:19; 83:16 <b>largely</b> [1] 42:8 <b>last</b> [3] 10:18; 31:3; 68:11 <b>lastly</b> [2] 12:19; 79:1 <b>lately</b> [2] 13:22; 47:14 <b>later</b> [1] 31:16 <b>latter</b> [1] 88:13 <b>laurel</b> [3] 32:12; 36:12, 16 <b>law</b> [1] 67:9 <b>laws</b> [1] 6:8 <b>lead</b> [1] 39:12 <b>leader</b> [2] 62:10, 14 <b>leadership</b> [1] 25:18 <b>leading</b> [1] 58:15 <b>leads</b> [1] 58:18 <b>learn</b> [2] 31:11; 68:18 <b>learned</b> [1] 58:7 <b>least</b> [3] 51:21; 52:5; 57:5 <b>leave</b> [5] 14:10, 14; 26:11; 48:21; 56:15 <b>leaves</b> [1] 68:14 <b>lebanon</b> [3] 38:9; 41:15, 16 <b>left</b> [2] 12:12;	80:20 <b>legitimate</b> [1] 25:19 <b>leisurely</b> [1] 28:1 <b>length</b> [4] 23:5, 7; 42:4; 55:16 <b>lengthened</b> [1] 63:11 <b>lenses</b> [1] 81:10 <b>leo</b> [5] 2:4; 13:1; 14:19, 20; 86:3 <b>lesser</b> [1] 27:10 <b>letter</b> [2] 12:18; 44:1 <b>letting</b> [1] 33:5 <b>level</b> [2] 23:9; 71:11 <b>liability</b> [1] 65:8 <b>liaison</b> [1] 51:3 <b>license</b> [1] 6:5 <b>life</b> [7] 13:17; 49:9; 52:11; 64:11; 76:1; 85:6; 88:5 <b>lifestyle</b> [1] 27:8 <b>lifetime</b> [3] 53:4; 64:13; 69:1 <b>light</b> [1] 61:11 <b>lime</b> [1] 84:3 <b>limit</b> [2] 8:9; 12:6 <b>limited</b> [3] 12:13; 63:19; 84:16 <b>limits</b> [1] 29:18 <b>linda</b> [3] 2:11; 29:5 <b>line</b> [50] 1:7; 6:6, 7, 20, 21, 22; 7:1, 10; 9:4; 10:22; 11:3, 4; 13:5, 11; 17:16; 18:21; 21:2, 16; 22:9, 13, 17; 23:6, 18; 24:2, 6; 25:12; 26:1, 17; 31:5, 12; 33:4; 38:20; 43:1; 44:4; 49:3; 51:21; 58:13; 64:8, 9; 67:7, 13; 68:19; 69:20; 73:16, 18; 74:8; 75:15; 80:9 <b>linear</b> [1] 60:7 <b>lines</b> [9] 5:13; 17:17; 19:17; 42:16; 44:11; 48:9; 61:8; 90:8 <b>link</b> [4] 71:6, 11, 19, 22 <b>links</b> [4] 70:13; 71:7, 8 <b>list</b> [2] 84:13, 14 <b>listed</b> [2] 73:1; 75:9 <b>listen</b> [3] 5:21; 73:7; 79:10	<b>listened</b> [1] 90:19 <b>listeners</b> [1] 82:19 <b>listing</b> [1] 46:13 <b>litter</b> [5] 18:20; 24:21; 28:20; 46:21; 56:3 <b>littering</b> [1] 24:17 <b>little</b> [7] 21:15; 30:2; 31:17; 52:4; 64:17; 67:21; 74:15 <b>live</b> [15] 23:17; 31:9; 33:17; 53:13; 54:20; 57:16; 60:12; 73:15; 80:2, 5, 6; 84:20; 86:14; 89:5; 90:7 <b>lived</b> [6] 49:20; 61:9; 67:9, 15; 77:16; 88:3 <b>lives</b> [3] 34:10, 22; 78:14 <b>living</b> [1] 62:22 <b>local</b> [6] 18:6; 22:6, 12; 41:9; 44:6; 68:12 <b>locality</b> [1] 50:9 <b>locally</b> [1] 53:3 <b>locals</b> [1] 59:11 <b>located</b> [2] 5:17; 7:1 <b>location</b> [1] 39:17 <b>locations</b> [1] 39:22 <b>lodging</b> [1] 60:1 <b>long</b> [3] 14:22; 67:1, 16 <b>long-time</b> [1] 26:17 <b>longenecker</b> [4] 3:15; 76:18, 19; 83:4 <b>longer</b> [1] 27:21 <b>look</b> [11] 15:7; 16:6; 29:1; 38:3, 5; 41:10; 43:2; 45:1; 54:1; 70:4; 86:7 <b>looked</b> [1] 22:15 <b>looking</b> [2] 23:1; 28:10 <b>lose</b> [2] 30:16; 50:6 <b>loses</b> [1] 27:5 <b>losing</b> [2] 33:14; 54:14 <b>loss</b> [1] 27:11 <b>lost</b> [1] 39:7 <b>lots</b> [2] 82:6; 88:10 <b>love</b> [2] 55:7; 67:17 <b>lovely</b> [1] 68:21 <b>low</b> [9] 33:18; 35:14; 43:1; 64:9; 66:12; 67:6; 68:19;	73:16; 74:8 <b>lower</b> [2] 21:7, 13 <b>lynn</b> [4] 2:12; 30:18, 19  <b>- M -</b>  <b>m</b> [2] 1:12; 91:3 <b>machine</b> [1] 87:13 <b>magnitude</b> [1] 27:10 <b>main</b> [2] 22:22; 51:9 <b>maine</b> [1] 52:20 <b>mainly</b> [1] 27:1 <b>maintain</b> [5] 18:2, 4, 5, 10; 46:15 <b>maintained</b> [1] 17:18 <b>maintaining</b> [1] 22:16 <b>maintains</b> [1] 17:14 <b>maintenance</b> [3] 18:15; 44:17; 46:20 <b>major</b> [5] 26:22; 37:3; 57:2; 60:21; 63:1 <b>majority</b> [3] 34:4; 83:10, 11 <b>make</b> [10] 15:18; 16:6; 36:3, 22; 57:14; 65:13; 66:1; 72:16; 73:14; 80:12 <b>makes</b> [2] 65:22; 69:12 <b>making</b> [5] 5:5; 57:1; 63:19; 74:20; 78:8 <b>males</b> [2] 47:19; 59:5 <b>malls</b> [1] 87:22 <b>man</b> [4] 16:2; 79:16; 80:1; 90:9 <b>manage</b> [1] 24:4 <b>managed</b> [2] 25:13; 86:20 <b>management</b> [3] 24:11, 22; 25:3 <b>manages</b> [1] 23:22 <b>managing</b> [1] 37:18 <b>manor</b> [7] 36:11; 54:20; 55:1; 73:13; 84:20, 22; 86:1 <b>manpower</b> [1] 39:15 <b>many</b> [26] 5:4; 18:6, 16; 27:7, 13, 20; 28:16, 18; 31:8; 35:8; 43:3; 46:2; 47:21; 55:17; 58:18, 19; 69:15; 70:5, 15; 72:7; 76:3; 79:19;
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86:18; 87:2, 4; 88:14 <b>marathon</b> [1] 30:9 <b>marching</b> [1] 70:1 <b>marijuana</b> [1] 79:20 <b>mark</b> [5] 3:8; 64:15; 90:6, 10 <b>martic</b> [9] 17:16; 18:11; 29:6, 7, 17, 18; 30:1; 38:17; 78:4 <b>martin</b> [1] 51:3 <b>mary</b> [4] 2:10; 26:7, 9; 37:14 <b>maryland</b> [5] 30:6, 10; 46:7; 58:3, 13 <b>master</b> [4] 14:9, 10; 38:3; 77:22 <b>mattresses</b> [1] 15:2 <b>meagan</b> [1] 30:21 <b>mean</b> [2] 6:4; 35:22 <b>means</b> [2] 6:7; 18:12 <b>medical</b> [5] 47:11; 48:16, 20; 49:10; 56:10 <b>meeting</b> [10] 5:9, 11; 6:1, 17; 11:22; 12:3, 5; 17:3; 83:11; 90:13 <b>meetings</b> [2] 13:20; 82:15 <b>meets</b> [1] 63:15 <b>member</b> [8] 16:18; 29:7; 33:7; 53:4; 57:17, 19; 62:16; 83:19 <b>members</b> [11] 5:20; 17:7, 12; 18:1, 2; 26:16; 30:12; 41:7; 60:6; 67:11 <b>membership</b> [1] 17:14 <b>mementoes</b> [1] 60:2 <b>memorandum</b> [10] 6:18; 9:2, 6, 16; 10:10, 12, 19; 11:10, 16; 51:8 <b>men</b> [1] 74:13 <b>mental</b> [3] 27:22; 87:6, 11 <b>mentioned</b> [4] 10:9; 11:15; 12:2; 41:4 <b>merit</b> [2] 62:17, 20 <b>met</b> [1] 58:19 <b>mexico</b> [1] 53:2 <b>mic</b> [1] 9:14 <b>michael</b> [3] 2:13; 33:6, 7 <b>michelle</b> [1] 92:9 <b>microphone</b> [2] 9:19, 21 <b>mid</b> [2] 41:9;	58:15 <b>middle</b> [1] 77:15 <b>might</b> [3] 52:3; 58:9; 90:14 <b>mike</b> [3] 3:12; 73:13 <b>mile</b> [3] 14:22; 62:19; 64:1 <b>miles</b> [14] 15:14, 22; 17:13, 14; 20:13; 29:13; 50:3; 58:3, 8; 62:21; 63:10; 64:2; 69:1; 85:7 <b>miller</b> [6] 3:5; 4:12, 16, 17; 57:15, 16 <b>million</b> [3] 19:12; 45:17; 75:19 <b>mim</b> [1] 4:12 <b>mind</b> [1] 33:3 <b>mine</b> [1] 56:10 <b>minimal</b> [1] 48:9 <b>minimally</b> [1] 65:1 <b>minority</b> [1] 64:21 <b>minute</b> [1] 12:9 <b>minutes</b> [4] 8:10; 12:7; 57:5; 59:14 <b>misuse</b> [1] 24:17 <b>mitigate</b> [3] 7:3; 9:3; 13:11 <b>mitigating</b> [1] 10:20 <b>mitigation</b> [2] 83:9, 14 <b>moa</b> [1] 7:6 <b>molly</b> [3] 4:9; 43:18; 45:9 <b>mon</b> [1] 49:22 <b>money</b> [2] 60:3; 80:11 <b>montgomery</b> [1] 33:22 <b>months</b> [2] 49:14; 58:15 <b>morgantown</b> [2] 49:14, 20 <b>morning</b> [1] 78:2 <b>mornings</b> [1] 65:14 <b>morrison</b> [4] 3:7; 62:9, 10; 64:5 <b>mosquitoes</b> [1] 15:6 <b>most</b> [14] 21:14; 28:6; 41:14; 43:11, 17; 49:7; 57:4; 67:18; 71:4; 73:14; 78:1; 79:14; 84:21; 85:14 <b>moten</b> [1] 85:8 <b>motorcycles</b> [1] 15:9 <b>motto</b> [1] 37:6 <b>mount</b> [1] 37:10 <b>mountain</b> [1] 37:11 <b>move</b> [4] 25:18;	39:8; 81:5, 6 <b>moved</b> [4] 26:21; 49:16, 17; 80:19 <b>moves</b> [2] 9:19; 12:5 <b>moving</b> [3] 31:10; 51:18; 80:20 <b>mower</b> [1] 35:19 <b>mr</b> [48] 12:1; 13:3; 14:8, 16, 19; 16:17; 20:16; 22:4; 23:16; 30:18; 33:6, 16; 38:13; 40:6; 43:6; 45:11; 49:12; 51:1; 52:14; 54:19; 57:15; 60:13; 62:9; 64:5, 15, 20; 69:8; 72:3; 73:2, 13; 74:2, 22; 76:16, 18; 79:8, 18; 80:4; 83:4, 16, 17; 84:19; 86:3; 88:1; 89:5, 13; 90:6, 10 <b>ms</b> [19] 5:2; 10:8; 14:5, 14; 20:3; 26:7; 29:5; 35:17; 67:3; 72:22; 73:3; 79:11; 80:3; 82:11, 12; 84:12; 89:10; 90:5, 12 <b>muhlenberg</b> [1] 20:17 <b>multi-purpose</b> [1] 17:19 <b>multiple</b> [3] 19:10; 37:19; 55:3 <b>municipal</b> [3] 25:20; 43:15; 77:20 <b>municipalities</b> [13] 13:5; 18:17; 19:14, 16; 44:6, 9, 15; 45:2; 46:2, 15; 47:2; 71:8; 76:6 <b>murdered</b> [1] 80:15 <b>muscles</b> [1] 58:6 <b>museum</b> [2] 10:15; 11:9 <b>must</b> [1] 6:8  - N -  <b>n</b> [4] 2:1; 3:1; 4:1; 5:1 <b>name</b> [26] 5:15; 13:3; 14:20; 16:17; 22:5; 23:17; 26:9; 27:9; 29:5;	30:18; 33:6, 17; 40:7; 43:7; 47:6; 51:1; 52:14; 54:20; 57:16; 64:15; 69:8; 74:22; 76:18; 80:4; 84:18, 19 <b>named</b> [1] 68:20 <b>names</b> [2] 35:22; 73:10 <b>narrow</b> [6] 30:2; 32:3; 48:1; 63:3, 6 <b>nation</b> [1] 56:18 <b>national</b> [9] 6:3, 9; 40:15; 46:13; 68:20; 70:3, 8, 11, 17 <b>nationwide</b> [1] 42:15 <b>native</b> [2] 20:19, 20 <b>natural</b> [11] 20:7; 21:6, 17; 26:2; 37:15; 39:11; 41:22; 45:4; 70:5; 75:2, 13 <b>nature</b> [7] 20:5; 24:1; 46:10; 53:11; 68:18; 77:7; 88:18 <b>navigated</b> [1] 68:13 <b>near</b> [2] 57:17; 73:15 <b>nearby</b> [1] 38:10 <b>nearly</b> [1] 27:6 <b>necessary</b> [1] 25:22 <b>negatives</b> [1] 22:11 <b>negotiate</b> [2] 9:8, 13 <b>neighborhood</b> [3] 15:1; 36:12; 60:19 <b>neighboring</b> [2] 61:18, 22 <b>neighbors</b> [1] 85:10 <b>never</b> [7] 49:4; 50:6, 13; 56:3; 85:9, 10; 88:20 <b>new</b> [7] 24:14; 31:14; 34:6; 43:19; 49:13; 84:3; 85:8 <b>newly</b> [1] 44:2 <b>newspaper</b> [2] 79:21; 80:15 <b>next</b> [4] 8:14; 60:15; 61:16; 89:21 <b>nice</b> [3] 65:22; 66:1; 74:1 <b>nicer</b> [1] 72:17 <b>night</b> [2] 77:15; 91:2 <b>nile</b> [1] 15:3 <b>nine</b> [2] 71:7;
--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------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83:3 <b>non-profit</b> [3] 23:21; 41:3; 67:11 <b>nope</b> [1] 16:11 <b>norfolk</b> [5] 7:11; 9:8; 10:16; 37:8, 20 <b>north</b> [2] 30:9; 41:14 <b>northern</b> [3] 73:15, 21; 84:20 <b>northwest</b> [1] 38:2 <b>notably</b> [1] 41:14 <b>note</b> [1] 40:2 <b>noted</b> [1] 37:16 <b>notes</b> [1] 92:4 <b>nothing</b> [4] 50:20; 73:5; 77:14; 80:11 <b>notice</b> [7] 7:5, 6, 8; 8:2; 9:1; 10:17; 11:17 <b>november</b> [1] 1:11 <b>nowadays</b> [1] 18:22 <b>number</b> [15] 5:19; 7:14; 8:8; 12:14, 16, 22; 13:2, 16; 21:6; 57:8; 59:7; 68:2; 74:3; 80:14	4, 16; 14:12, 13; 15:4; 16:1, 8; 17:22; 19:22; 21:5; 24:2, 13; 28:19; 34:15; 36:10; 38:4; 45:12; 47:15; 48:16; 49:17; 51:11; 53:10; 54:16; 55:9, 18; 57:2, 9; 59:17; 60:5, 21; 61:5; 62:18; 67:3; 70:22; 71:4; 75:10; 77:2; 79:14; 83:4; 84:6; 85:14 <b>ones</b> [1] 74:3 <b>ongoing</b> [1] 44:16 <b>open</b> [6] 21:22; 33:13; 54:14; 69:2; 86:22; 87:3 <b>operation</b> [1] 52:13 <b>operational</b> [1] 44:16 <b>opinion</b> [2] 61:5; 66:13 <b>opponents</b> [1] 71:16 <b>opportunities</b> [10] 19:7, 8; 23:9; 25:7; 31:10; 32:19; 41:10; 45:7; 68:18; 85:17 <b>opportunity</b> [21] 7:22; 21:3; 26:8; 29:1; 30:16; 31:15; 34:19; 36:2; 39:5; 40:1; 45:4; 49:1; 52:16; 55:13; 67:5; 72:14, 16; 74:5; 79:7; 85:6; 90:19 <b>opposed</b> [1] 87:12 <b>opposite</b> [3] 24:19; 53:19; 87:20 <b>option</b> [2] 63:7; 64:12 <b>options</b> [1] 44:22 <b>oral</b> [1] 8:5 <b>orally</b> [2] 8:18 <b>order</b> [3] 25:12; 37:10; 58:21 <b>ordered</b> [1] 48:6 <b>orders</b> [1] 61:2 <b>organisms</b> [1] 21:11 <b>organization</b> [5] 17:8; 20:18, 21; 23:22; 41:4 <b>organizations</b> [2] 46:17; 67:11 <b>organized</b> [1] 29:16 <b>originally</b> [2] 16:20; 88:8 <b>osteoporosis</b> [2]	47:18; 48:13 <b>others</b> [3] 24:3; 27:14; 54:6 <b>ours</b> [1] 83:3 <b>outdoor</b> [4] 21:19; 22:3; 25:7; 36:16 <b>outdoors</b> [6] 19:21; 41:2; 42:17; 56:1; 87:6, 12 <b>outright</b> [1] 30:3 <b>outside</b> [3] 19:21; 55:7; 57:16 <b>outstanding</b> [1] 55:14 <b>over</b> [23] 12:2; 13:17; 15:20; 16:12, 13; 30:3; 31:8; 32:3; 33:1, 11; 37:1; 48:21; 53:18; 56:8; 58:8; 60:1; 62:4; 68:16; 73:22; 75:19; 78:8; 85:7; 86:5 <b>overcame</b> [2] 45:21; 46:4 <b>overlooked</b> [1] 34:13 <b>overpasses</b> [1] 46:11 <b>overweight</b> [1] 56:14 <b>overwhelmingly</b> [2] 29:19; 30:10 <b>own</b> [4] 11:12; 43:4; 52:9; 60:10 <b>owned</b> [1] 42:18 <b>owner</b> [2] 38:16; 54:21 <b>owners</b> [4] 24:15; 55:21; 61:15; 77:7 <b>ownership</b> [2] 44:11 <b>owns</b> [2] 23:22; 80:10	<b>parke</b> [1] 92:9 <b>parking</b> [2] 39:18; 82:6 <b>parks</b> [6] 17:21; 42:16; 46:19; 47:3; 71:9; 75:5 <b>part</b> [13] 6:2; 24:7; 25:15; 34:6; 37:16; 54:21, 22; 63:1; 64:7; 66:15; 86:22; 88:13; 90:13 <b>participants</b> [1] 89:12 <b>participate</b> [1] 26:5 <b>participation</b> [2] 12:3; 91:1 <b>particular</b> [1] 51:11 <b>particularly</b> [4] 10:4; 11:11; 41:20; 56:18 <b>parties</b> [7] 7:5, 6, 8; 8:2; 9:1; 10:18; 11:17 <b>partner</b> [1] 44:9 <b>partnership</b> [1] 46:16 <b>party</b> [1] 62:12 <b>partying</b> [1] 18:21 <b>pass</b> [6] 9:14; 39:5; 71:19; 76:16; 79:8; 83:16 <b>passed</b> [1] 58:19 <b>passes</b> [2] 13:5; 39:2 <b>past</b> [6] 29:7; 60:17; 62:13; 63:18; 65:1; 75:19 <b>path</b> [2] 39:6; 49:6 <b>patient</b> [2] 31:16; 48:6 <b>patrick</b> [1] 30:19 <b>patrol</b> [1] 46:21 <b>patrols</b> [1] 18:18 <b>patrons</b> [1] 27:21 <b>pattern</b> [1] 64:11 <b>paul</b> [2] 3:14; 76:16 <b>paved</b> [1] 68:12 <b>pay</b> [4] 16:15; 82:6, 7, 8 <b>peaceably</b> [1] 37:20 <b>peaked</b> [1] 22:14 <b>pedestrians</b> [1] 78:7 <b>penn</b> [12] 3:4; 4:11; 36:11, 12, 15; 40:9, 11; 41:3, 7; 42:21; 54:19, 20
- o -			
o [6] 5:1; 50:17; 54:5; 57:22; 58:16; 59:22 <b>obesity</b> [6] 48:12, 17; 56:14, 17, 22; 63:21 <b>obviously</b> [1] 13:13 <b>occupants</b> [1] 28:9 <b>occur</b> [2] 11:13; 18:21 <b>october</b> [1] 58:15 <b>offer</b> [4] 22:19; 26:5; 68:17; 89:2 <b>offering</b> [3] 26:5; 44:8, 13 <b>offers</b> [2] 68:4, 22 <b>office</b> [1] 43:20 <b>official</b> [1] 6:16 <b>officials</b> [3] 25:20; 43:15; 77:20 <b>ohio</b> [2] 50:16; 60:8 <b>old</b> [4] 15:11; 16:2; 30:22; 64:5 <b>older</b> [1] 59:7 <b>oldest</b> [1] 70:22 <b>once</b> [6] 27:18; 38:22; 50:4, 5; 51:13; 68:22 <b>one</b> [45] 8:6; 11:7; 12:9; 13:1,			
		- P -	
		p [3] 1:12; 5:1; 91:3 <b>pacers</b> [5] 40:9, 11; 41:3, 7; 42:21 <b>packed</b> [1] 30:4 <b>packing</b> [1] 32:15 <b>packs</b> [1] 30:5 <b>page</b> [3] 2:2; 3:2; 4:2 <b>paralus</b> [1] 28:5 <b>parent</b> [1] 29:22 <b>parents</b> [1] 20:11 <b>park</b> [6] 14:9; 18:18; 32:14; 60:7; 77:22; 80:22	

<b>pennsylvania</b> [12] 1:14; 10:15; 11:5, 8; 30:6; 32:13; 39:10; 50:3; 66:1; 67:18; 75:2, 21	70:3, 18	84:9	46:9, 22; 47:5; 57:18; 60:11; 70:22; 86:18
<b>pennsylvania's</b> [1] 21:6	<b>pete</b> [5] 2:18; 4:10; 43:6, 7; 45:10	<b>plenty</b> [3] 59:20; 81:13; 86:9	<b>preserve</b> [5] 21:3, 20; 32:21; 42:11; 45:4
<b>people</b> [73] 7:14; 12:14, 17; 14:1; 15:21; 16:8; 19:1, 8, 9, 20; 20:1; 22:7, 19; 23:2, 6, 10, 11; 24:16; 26:12; 27:15; 28:5, 19; 32:22; 45:20; 46:3, 7; 50:10, 14; 51:21; 52:8; 54:15; 55:6, 11; 56:1; 57:4; 58:19; 59:8; 61:17, 20; 64:19; 68:6; 71:10, 14, 20; 72:5, 7, 9; 78:18, 22; 80:8, 15, 16, 20; 81:4, 8, 16, 20, 22; 82:14, 22; 83:1, 3, 11; 85:9, 18; 87:2, 16, 21; 88:14; 89:8, 14; 90:17	<b>peterson</b> [6] 2:20; 47:6, 7; 56:9; 87:10; 88:2	<b>point</b> [4] 23:1; 39:17; 51:10; 59:21	<b>preserved</b> [6] 16:20; 20:14; 29:2; 42:4; 69:2; 84:6
<b>people's</b> [1] 81:9	<b>petition</b> [3] 13:19; 14:2; 16:21	<b>pointed</b> [1] 87:10	<b>preserves</b> [1] 24:1
<b>pepper</b> [2] 2:21; 49:12	<b>petroleum</b> [1] 82:8	<b>points</b> [4] 49:7; 72:11; 73:14; 76:21	<b>preserving</b> [3] 35:14; 70:22; 83:2
<b>pequea</b> [3] 47:8, 10; 52:17	<b>phase</b> [1] 44:20	<b>police</b> [5] 18:17; 53:21; 54:1; 79:19; 90:3	<b>president</b> [3] 13:8; 20:17; 26:14
<b>per</b> [1] 27:6	<b>phil</b> [3] 2:17; 40:6, 7	<b>policing</b> [1] 77:18	<b>pressure</b> [1] 27:17
<b>percent</b> [6] 53:10; 56:19; 57:6, 8; 63:8	<b>philip</b> [4] 3:22; 4:19; 86:12, 13	<b>policy</b> [1] 70:18	<b>pretty</b> [3] 21:13; 60:20; 74:12
<b>perfect</b> [2] 42:8; 59:15	<b>philosophically</b> [1] 75:14	<b>polite</b> [2] 79:12; 90:15	<b>prevent</b> [1] 56:13
<b>perimeter</b> [1] 84:21	<b>phones</b> [1] 18:22	<b>politely</b> [1] 90:19	<b>preventable</b> [1] 57:1
<b>periods</b> [1] 63:19	<b>photo</b> [1] 81:9	<b>pollution</b> [1] 87:19	<b>primarily</b> [2] 36:10; 48:3
<b>permit</b> [1] 28:12	<b>physical</b> [4] 23:10; 27:22; 87:5, 10	<b>pool</b> [2] 18:3, 8	<b>prime</b> [2] 21:2; 27:6
<b>permitted</b> [1] 12:19	<b>physically</b> [4] 22:7; 23:3; 35:4; 55:4	<b>popular</b> [2] 40:17; 51:16	<b>privacy</b> [5] 52:4, 10; 77:4, 11; 81:11
<b>permitting</b> [1] 63:15	<b>physician</b> [1] 47:7	<b>population</b> [4] 27:1; 34:7; 35:2; 66:19	<b>private</b> [2] 21:14; 44:19
<b>persistence</b> [1] 18:2	<b>pick</b> [3] 16:9; 79:19; 80:15	<b>position</b> [4] 17:4; 75:5; 76:12, 13	<b>privilege</b> [1] 35:1
<b>person</b> [3] 15:4; 22:6; 40:2	<b>picks</b> [1] 56:4	<b>positions</b> [1] 62:15	<b>privileged</b> [1] 35:10
<b>personable</b> [1] 58:20	<b>picnic</b> [1] 68:14	<b>positive</b> [1] 54:7	<b>probably</b> [6] 8:22; 10:1; 21:8; 72:8; 73:18; 89:7
<b>personal</b> [6] 13:10; 34:9; 45:16; 51:22; 62:11; 66:13	<b>pictures</b> [3] 16:1, 4; 81:10	<b>possibility</b> [3] 7:9; 31:19; 38:1	<b>problem</b> [1] 62:1
<b>personally</b> [3] 64:20; 85:22; 88:2	<b>piece</b> [2] 82:13; 84:6	<b>possible</b> [7] 9:5; 12:6; 39:19; 43:2; 57:13; 69:4; 89:9	<b>problems</b> [8] 24:17; 48:8; 50:11; 53:17; 61:3; 62:3; 63:2; 84:1
<b>personnel</b> [1] 18:15	<b>pieces</b> [1] 39:6	<b>possibly</b> [1] 11:13	<b>proceedings</b> [2] 92:2, 4
<b>persons</b> [1] 76:21	<b>pine</b> [3] 40:3; 67:19; 75:8	<b>potential</b> [3] 7:13; 49:5, 18	<b>process</b> [7] 6:2; 8:15; 26:5; 46:1; 51:7, 13, 18
<b>perspective</b> [2]	<b>pittsburgh</b> [2] 50:16; 68:1	<b>practical</b> [1] 63:2	<b>produce</b> [1] 41:5
	<b>place</b> [9] 1:13; 18:13; 21:8; 23:15; 28:11; 51:14; 78:13, 19; 83:15	<b>practice</b> [2] 58:10; 67:9	<b>produced</b> [1] 40:21
	<b>placed</b> [1] 42:12	<b>pre-register</b> [2] 12:18; 73:4	<b>professional</b> [2] 11:2, 3
	<b>places</b> [5] 23:2; 46:14; 47:22; 57:11; 59:11	<b>pre-registered</b> [3] 12:14; 73:1; 84:13	<b>programs</b> [1] 75:18
	<b>plan</b> [8] 14:10; 38:3; 39:9; 44:20; 77:22; 83:9, 15	<b>pre-registering</b> [1] 73:6	<b>project</b> [7] 13:17; 45:3; 46:5; 53:7; 69:12; 76:8, 15
	<b>planned</b> [1] 58:10	<b>precious</b> [2] 34:17; 83:2	<b>projects</b> [4] 32:8; 35:9; 37:5; 75:20
	<b>planning</b> [6] 27:4; 29:10; 35:13; 38:6; 47:3, 9	<b>precludes</b> [1] 28:3	<b>promoting</b> [1] 40:20
	<b>plants</b> [4] 20:20; 21:2, 11, 12	<b>predicated</b> [1] 76:9	<b>proper</b> [1] 19:2
	<b>plate</b> [1] 22:11	<b>prefer</b> [1] 89:10	<b>properties</b> [5] 6:19; 24:5, 18; 61:18; 62:1
	<b>pleasant</b> [1] 85:14	<b>preference</b> [1] 16:19	<b>property</b> [23] 21:14; 33:8; 38:16, 22; 39:4; 50:11; 52:9;
	<b>please</b> [8] 8:11; 12:6; 37:4; 38:11; 73:7; 77:5; 79:13; 84:18	<b>prepared</b> [1] 25:1	
	<b>pleased</b> [2] 5:20;	<b>presently</b> [1] 18:21	
		<b>presents</b> [2] 22:17; 63:1	
		<b>preservation</b> [13] 6:3, 9; 10:15; 42:20, 22; 45:13;	

54:2, 21; 55:21; 60:15, 19; 61:7, 15; 65:16; 73:16; 77:17; 78:13; 80:21; 81:9, 19; 82:5 <b>proponent</b> [1] 84:7 <b>proposed</b> [13] 1:7; 10:10, 11, 19; 11:10, 16; 20:8; 30:14; 41:21; 48:5; 51:8; 52:9; 84:21 <b>protect</b> [4] 6:19; 53:22; 68:8; 82:1 <b>protecting</b> [1] 11:12 <b>protection</b> [1] 1:18 <b>proved</b> [1] 53:17 <b>proven</b> [1] 35:11 <b>provide</b> [8] 9:12, 17; 24:10; 25:5; 34:12; 45:6; 70:13; 87:1 <b>providence</b> [3] 13:4, 9; 89:6 <b>providing</b> [1] 32:19 <b>proximity</b> [1] 24:3 <b>psychiatrist</b> [2] 86:13; 87:4 <b>public</b> [22] 1:2; 10:17; 11:21; 12:3, 5; 13:20; 14:12; 21:15, 16; 22:1; 24:5, 9, 20; 25:14; 27:9; 39:13; 44:19; 53:13; 61:1; 70:7; 75:15; 78:6 <b>publicly</b> [1] 55:14 <b>puc</b> [1] 61:2 <b>pulmonary</b> [1] 48:14 <b>pumps</b> [1] 19:13 <b>purchased</b> [1] 22:11 <b>purpose</b> [3] 6:1; 9:9; 41:4 <b>pursued</b> [1] 22:15	63:10 <b>quiet</b> [3] 33:21; 34:2; 52:11 <b>quietness</b> [1] 53:11 <b>quite</b> [1] 54:12  <b>- R -</b>  <b>r</b> [2] 4:17; 5:1 <b>race</b> [1] 64:2 <b>rafters</b> [1] 65:22 <b>raid</b> [1] 79:21 <b>rail</b> [86] 1:7; 5:12, 13; 6:6, 20, 21; 7:1, 9; 11:3, 4; 13:5, 11; 15:7; 17:18; 19:17; 20:8; 21:2, 16; 22:13; 24:7, 20; 25:15; 29:20; 31:13; 32:8, 9, 12, 13, 21; 35:9; 38:19; 39:3, 17, 22; 40:3; 41:13, 14, 15, 17; 42:3, 16; 43:1; 44:4, 11; 45:18; 48:9; 49:3, 18; 50:2, 19, 21; 51:21; 55:4, 13, 17, 18; 56:8; 57:12, 20; 58:5, 14; 59:20; 63:15; 65:3, 5; 66:4, 14; 67:7, 17; 68:12, 16; 69:10, 11, 15; 70:4, 6; 71:1; 74:1; 75:15, 20; 78:9; 85:6; 87:1 <b>railroad</b> [19] 7:11; 9:7, 12; 10:16; 29:17; 33:9, 19; 35:15; 50:5; 51:3; 60:16, 19; 62:7; 65:7; 68:19; 70:8; 80:7, 11, 13 <b>rails</b> [11] 14:21; 45:3; 49:22; 53:5; 64:22; 65:18; 79:9; 88:9; 89:7, 15, 20 <b>raise</b> [1] 45:16 <b>raised</b> [1] 77:20 <b>raises</b> [1] 39:18 <b>raising</b> [1] 25:21 <b>ralph</b> [3] 2:9; 23:16, 17 <b>ran</b> [1] 24:13 <b>rangers</b> [2] 18:18; 19:3 <b>raped</b> [1] 80:16 <b>rare</b> [1] 35:7	<b>rather</b> [1] 9:20 <b>ravine</b> [1] 21:4 <b>ray</b> [1] 51:2 <b>re</b> [1] 1:6 <b>reach</b> [1] 50:3 <b>reached</b> [1] 63:10 <b>reaches</b> [1] 50:17 <b>reactivate</b> [1] 19:17 <b>read</b> [2] 62:4; 74:7 <b>ready</b> [1] 60:4 <b>real</b> [4] 41:18; 63:7; 66:8; 82:16 <b>reality</b> [2] 31:18; 57:14 <b>realize</b> [1] 20:22 <b>rear</b> [1] 65:10 <b>reason</b> [3] 6:17; 30:20, 21 <b>reasonable</b> [1] 78:5 <b>reasons</b> [6] 41:21; 42:11; 47:12; 49:17; 52:1; 57:9 <b>receive</b> [2] 10:9; 14:9 <b>received</b> [3] 8:17; 10:17; 17:6 <b>recent</b> [1] 25:9 <b>recently</b> [3] 57:22; 65:11; 75:7 <b>reception</b> [1] 28:19 <b>recognize</b> [1] 46:12 <b>recognized</b> [1] 75:22 <b>recommend</b> [1] 56:7 <b>recommends</b> [1] 57:3 <b>records</b> [1] 14:3 <b>recreate</b> [2] 23:2, 14 <b>recreation</b> [7] 17:21; 21:19; 22:3, 6; 23:10; 60:12; 75:6 <b>recreational</b> [11] 25:7; 26:3, 18; 27:19; 31:10, 15; 32:19; 45:6; 55:19; 67:16; 70:20 <b>red</b> [1] 12:11 <b>referendum</b> [1] 36:8 <b>reflect</b> [2] 17:7; 36:6 <b>regard</b> [1] 12:8 <b>regardless</b> [1] 65:7 <b>region</b> [6] 17:11; 18:17; 19:22; 41:9; 42:9; 49:2 <b>register</b> [3] 41:22; 46:13; 83:13 <b>registered</b> [1] 72:9 <b>rehearsed</b> [2] 76:20; 82:13 <b>relentless</b> [1] 27:16	<b>remains</b> [1] 12:9 <b>remarkable</b> [1] 73:19 <b>remarks</b> [3] 16:19; 84:15; 89:11 <b>remember</b> [2] 37:4; 49:7 <b>remote</b> [1] 53:10 <b>removed</b> [6] 35:3; 65:6, 7, 19; 74:11; 84:3 <b>removes</b> [1] 19:22 <b>reporter</b> [2] 7:17; 92:9 <b>represent</b> [3] 13:6; 20:3; 46:9 <b>representative</b> [1] 62:12 <b>representatives</b> [1] 44:14 <b>representing</b> [4] 23:19; 36:11; 40:8; 45:12 <b>reproduced</b> [1] 42:6 <b>requesting</b> [1] 44:21 <b>require</b> [2] 32:15; 63:8 <b>required</b> [1] 7:10 <b>requirements</b> [1] 62:18 <b>requires</b> [1] 6:10 <b>research</b> [6] 11:2, 7, 13; 25:22; 47:4 <b>reserve</b> [1] 61:20 <b>reside</b> [1] 14:20 <b>resident</b> [10] 13:4, 9; 22:12; 29:6, 15; 38:16; 40:7; 52:16; 60:14; 83:18 <b>residential</b> [1] 27:3 <b>residents</b> [6] 25:8; 31:4; 33:20; 39:20; 44:7; 53:15 <b>resource</b> [5] 7:3; 26:2; 39:4; 60:10; 70:11 <b>resources</b> [10] 24:20; 39:11, 15; 45:5; 46:15, 18; 47:5; 75:3, 13, 16 <b>respect</b> [1] 68:8 <b>respectfully</b> [1] 57:13 <b>respond</b> [2] 19:4; 66:21 <b>respondents</b> [1] 17:17 <b>responding</b> [1] 8:21 <b>responsibility</b> [1] 25:17
<b>- Q -</b>  <b>qualifies</b> [1] 86:16 <b>quality</b> [2] 49:8; 76:1 <b>quantities</b> [1] 49:8 <b>quarryville</b> [10] 1:14; 14:20; 15:4, 5, 13; 33:8; 49:3; 66:5; 78:3; 83:18 <b>quarters</b> [1] 45:17 <b>question</b> [4] 34:1; 89:13; 90:2, 6 <b>questions</b> [2] 33:1; 89:8 <b>quickly</b> [2] 56:4;			

**responsible** [2] 75:6, 7  
**rest** [4] 18:16; 59:16; 63:14; 73:10  
**result** [1] 78:8  
**resulting** [1] 27:2  
**richard** [7] 3:3, 13; 4:7, 18; 52:14, 15; 74:22  
**richland** [1] 66:1  
**richmond** [1] 66:22  
**rid** [1] 80:12  
**ridden** [3] 28:16; 55:16; 57:22  
**ride** [11] 15:11, 12, 16; 27:15; 28:1; 55:10; 58:4, 16; 60:4; 62:20; 63:13  
**rider** [3] 26:11; 55:9; 57:21  
**riders** [5] 28:7; 37:15; 56:2; 59:3, 6  
**ridge** [2] 36:17, 19  
**riding** [9] 15:12; 26:15; 27:12, 18; 28:3, 12, 13; 59:8; 82:3  
**right** [15] 14:21; 19:19; 53:12; 60:15; 65:4, 8; 67:22; 77:14; 80:22; 81:10, 11; 83:22; 85:12; 89:21; 90:12  
**right-of-way** [1] 53:16  
**rights** [1] 81:1  
**rights-of-way** [1] 70:6  
**rigid** [1] 65:22  
**rini** [3] 1:18; 9:15  
**risk** [3] 28:7; 34:9, 22  
**river** [4] 38:2; 39:21; 67:20; 86:10  
**rivers** [1] 67:22  
**road** [6] 39:18; 63:6; 64:13; 66:9, 16; 80:5  
**roads** [9] 15:12, 16; 28:4, 6; 31:22; 32:3; 48:2; 57:9; 63:3  
**roadside** [1] 29:16  
**roadways** [1] 30:1  
**robbed** [1] 80:17  
**robert** [3] 3:17; 80:4, 5  
**rock** [1] 74:11  
**rode** [2] 15:22; 57:7

**room** [4] 7:7; 8:3; 35:21, 22  
**rooms** [2] 18:16; 73:11  
**roosa** [2] 3:11; 72:3  
**round** [1] 40:22  
**route** [3] 63:5; 81:15; 87:20  
**routine** [1] 54:16  
**rules** [3] 11:21; 12:3, 4  
**run** [4] 8:11; 15:11; 28:7; 82:15  
**runners** [2] 55:6; 56:1  
**running** [1] 90:7  
**runs** [5] 17:15; 29:4; 53:1; 58:13; 67:22  
**rural** [4] 28:4; 30:13; 48:1; 58:18  
**rutson** [14] 1:17; 5:2, 15; 14:5, 14; 72:22; 73:3; 79:11; 80:3; 82:11; 84:12; 89:10; 90:5, 12

- S -

**s** [4] 4:9; 5:1; 19:20; 92:9  
**sad** [1] 85:16  
**sadly** [1] 34:12  
**sadsbury** [1] 33:19  
**safe** [15] 32:6; 34:12, 20; 35:5, 11, 15; 36:18; 41:10; 42:3; 47:22; 57:11, 17; 64:12; 81:21; 86:3  
**safely** [3] 23:14; 63:3, 13  
**safety** [9] 25:20; 31:22; 46:21; 51:10; 61:1; 63:2; 66:3; 69:5; 83:6  
**salvage** [1] 11:13  
**same** [4] 8:6; 23:12; 69:19; 92:6  
**sat** [1] 50:8  
**save** [1] 86:21  
**saving** [1] 80:8  
**scared** [1] 81:18  
**school** [2] 57:7; 64:16  
**schools** [1] 63:18  
**schreffler** [2] 2:6; 20:3

**sciences** [1] 36:15  
**scores** [1] 30:4  
**scott** [3] 2:8; 22:4, 5  
**scout** [4] 36:11, 12; 62:10, 18  
**scoutmaster** [2] 62:15, 16  
**scouts** [4] 36:16; 62:14; 63:22; 64:2  
**scrap** [1] 59:10  
**scratch** [1] 42:13  
**search** [1] 58:5  
**searches** [1] 19:18  
**season** [1] 81:17  
**second** [1] 26:14  
**secondly** [1] 14:8  
**secretary** [2] 4:7; 75:1  
**section** [7] 5:16; 6:2; 28:12, 14; 51:21; 63:12; 68:12  
**sections** [1] 63:6  
**secure** [2] 34:20; 44:18  
**seek** [1] 44:18  
**seeking** [1] 32:7  
**segment** [2] 6:6, 7  
**self** [2] 16:13, 14  
**sell** [1] 27:17  
**send** [3] 7:22; 8:12; 78:17  
**sending** [1] 78:19  
**seniors** [1] 48:10  
**sent** [1] 8:19  
**separate** [1] 71:7  
**serious** [1] 53:22  
**seriously** [1] 52:3  
**served** [2] 29:11; 67:10  
**service** [3] 37:5; 82:16  
**services** [2] 4:7; 27:9  
**session** [1] 90:17  
**set** [3] 9:22; 22:11; 81:8  
**sets** [2] 10:20; 11:11  
**setting** [1] 20:8  
**settled** [1] 5:3  
**seven** [2] 46:14; 75:19  
**several** [3] 24:3; 36:10; 75:18  
**severe** [1] 48:7  
**shack** [1] 74:15  
**shank** [1] 35:19  
**share** [4] 28:18; 29:1; 44:10  
**shared** [2] 27:14; 28:11  
**shaub** [6] 2:18; 4:10; 43:6, 7;

45:10; 79:2  
**sheer** [1] 18:10  
**shellenberger** [3] 4:9; 43:18; 45:10  
**shoop** [1] 4:18  
**shopping** [1] 87:21  
**short** [3] 68:12; 73:14; 77:14  
**shoulder** [2] 15:17, 18  
**shoulders** [1] 30:2  
**shouldn't** [2] 65:18; 70:11  
**show** [1] 16:5  
**showed** [1] 72:7  
**showing** [4] 10:5; 12:10, 11; 43:16  
**side** [1] 30:19  
**sidewalks** [1] 48:2  
**sign** [1] 14:2  
**signage** [2] 18:16; 19:2  
**signatures** [1] 13:19  
**signed** [1] 45:9  
**significant** [12] 21:5, 17, 22; 24:8; 25:5, 11; 32:16; 45:5; 58:10; 60:10; 68:1; 78:21  
**signs** [1] 64:8  
**similar** [1] 33:3  
**similarly** [1] 28:2  
**simply** [1] 77:4  
**single** [3] 42:18; 59:4, 5  
**sister** [1] 55:11  
**sit** [1] 27:20  
**site** [1] 42:1  
**sites** [2] 6:12; 19:11  
**sitting** [2] 12:12; 65:15  
**situation** [1] 53:8  
**six** [2] 58:1, 14  
**size** [2] 18:10, 11  
**skier** [2] 57:21; 67:17  
**skiing** [1] 68:2  
**skis** [1] 30:5  
**slip** [1] 79:7  
**slow** [1] 66:20  
**slowly** [1] 68:13  
**small** [3] 5:17; 19:13; 53:9  
**smaller** [1] 60:9  
**smedick** [2] 2:19; 45:11  
**smile** [2] 71:20; 88:15  
**smiled** [1] 85:14  
**smoothly** [1] 12:5  
**smucker** [6] 3:16; 4:4; 79:8, 18; 89:5, 13

<b>snakey</b> [1] 66:9 <b>society</b> [4] 20:18, 19; 48:4, 22 <b>solanco</b> [2] 1:13; 64:16 <b>sole</b> [1] 41:4 <b>solutions</b> [1] 78:5 <b>son</b> [1] 30:19 <b>sort</b> [1] 89:19 <b>sounds</b> [1] 90:14 <b>south</b> [3] 50:16; 63:12; 65:2 <b>southern</b> [16] 7:11; 9:8; 10:16; 31:6; 37:8, 20; 39:20; 41:17, 20; 42:7; 43:4; 44:9; 47:21; 53:7; 63:1; 86:21 <b>space</b> [5] 34:11; 54:15; 69:2; 86:22; 87:3 <b>sparklin</b> [3] 3:17; 80:4 <b>sparks</b> [1] 30:9 <b>speak</b> [17] 6:16; 8:8; 12:15, 19; 13:14; 14:18; 16:21; 22:8; 26:8, 9; 33:5; 45:14; 67:6, 13; 72:9; 86:16; 90:20 <b>speaker</b> [5] 2:2; 3:2; 4:2; 12:20, 22 <b>speaker's</b> [1] 31:4 <b>speakers</b> [6] 9:18; 11:21; 12:9, 21; 72:10; 73:1 <b>speaking</b> [2] 44:2; 61:16 <b>speaks</b> [1] 62:1 <b>specialist</b> [1] 1:18 <b>species</b> [1] 21:7 <b>specific</b> [1] 48:16 <b>specifically</b> [1] 61:16 <b>speech</b> [2] 76:20; 79:14 <b>speeds</b> [1] 63:10 <b>spending</b> [1] 19:18 <b>spent</b> [3] 5:4; 60:1, 3 <b>spoke</b> [2] 83:2, 4 <b>spontaneous</b> [1] 84:14 <b>sports</b> [1] 40:17 <b>sprawl</b> [2] 34:7, 14 <b>spread</b> [1] 34:15 <b>sprenkle</b> [4] 3:13; 4:7; 74:22; 75:1 <b>squander</b> [1] 60:11 <b>stable</b> [1] 19:9 <b>stables</b> [1] 27:20 <b>stack</b> [1] 13:21	<b>staff</b> [3] 5:4, 20; 9:15 <b>stand</b> [2] 9:19; 74:20 <b>standards</b> [1] 11:5 <b>standing</b> [2] 74:16; 76:8 <b>start</b> [2] 73:3; 78:19 <b>started</b> [4] 22:10; 69:11; 89:15, 17 <b>starting</b> [2] 30:22; 31:13 <b>state</b> [9] 11:5; 13:10; 16:13; 21:9; 37:11; 40:13; 50:3, 15; 75:9 <b>states</b> [3] 60:6; 68:2; 71:8 <b>station</b> [2] 7:19; 8:19 <b>stay</b> [2] 61:22; 87:17 <b>stb</b> [1] 51:6 <b>step</b> [2] 25:2; 84:7 <b>stephen</b> [2] 3:5; 57:15 <b>steps</b> [1] 8:14 <b>steve</b> [1] 57:16 <b>stiff</b> [1] 36:22 <b>stigma</b> [1] 73:8 <b>still</b> [5] 27:10; 31:18; 42:7; 74:15, 16 <b>stipulations</b> [3] 10:20; 11:1, 11 <b>stone</b> [2] 54:10; 84:2 <b>stop</b> [2] 59:16; 88:16 <b>stream</b> [2] 68:14; 84:3 <b>street</b> [1] 84:4 <b>stresses</b> [1] 20:4 <b>strong</b> [3] 41:8; 57:3; 84:7 <b>strubel</b> [1] 67:21 <b>struck</b> [2] 28:8; 59:7 <b>structural</b> [1] 49:9 <b>structures</b> [5] 6:12; 7:1; 11:4; 45:5; 54:10 <b>students</b> [1] 20:12 <b>studies</b> [2] 25:10; 48:20 <b>study</b> [2] 21:18; 44:22 <b>submit</b> [3] 8:12; 14:12; 79:12 <b>submitted</b> [2] 4:6; 8:17 <b>submitting</b> [1] 7:19 <b>subsequently</b> [1]	17:15 <b>substantially</b> [1] 63:11 <b>successful</b> [3] 35:8; 77:6, 7 <b>successfully</b> [1] 42:15 <b>such</b> [7] 34:13; 35:19; 38:1; 49:4; 70:10; 71:12; 89:1 <b>suffer</b> [1] 28:8 <b>sugar</b> [1] 88:4 <b>suggest</b> [1] 57:9 <b>suggesting</b> [1] 25:16 <b>suggestion</b> [1] 65:17 <b>suitable</b> [1] 27:11 <b>suitably</b> [1] 28:13 <b>suited</b> [1] 48:4 <b>sullenberger</b> [3] 2:13; 33:6, 7 <b>summer</b> [1] 37:9 <b>supervisor</b> [2] 51:2; 60:17 <b>supervisors</b> [6] 29:8; 30:13; 38:15, 19; 84:22; 86:1 <b>supervisors-elect</b> [1] 30:16 <b>supplying</b> [1] 75:16 <b>support</b> [19] 14:2; 24:6; 29:19; 33:12; 35:13; 38:11; 42:21; 46:5; 50:22; 51:7; 55:2; 59:21; 62:5; 72:21; 76:8, 9, 14, 17; 87:14 <b>supported</b> [4] 26:19; 29:3; 75:14; 86:18 <b>supporter</b> [1] 26:17 <b>supporting</b> [1] 76:2 <b>supreme</b> [1] 60:6 <b>surface</b> [3] 1:16; 5:16; 47:1 <b>surfaced</b> [1] 28:14 <b>surgeon</b> [2] 56:12; 57:3 <b>surrounded</b> [1] 27:20 <b>survey</b> [1] 17:17 <b>surveys</b> [1] 17:6 <b>susquehanna</b> [11] 13:7, 14, 18; 21:4, 8, 13; 36:21; 41:22; 43:1; 54:22; 55:3 <b>sustaining</b> [1] 76:3 <b>swallow</b> [1] 34:17 <b>swimming</b> [1] 41:5 <b>system</b> [1] 24:7	- T - <b>t</b> [2] 4:13; 47:14 <b>t-shirt</b> [1] 49:21 <b>table</b> [2] 11:18; 14:11 <b>talk</b> [8] 6:14; 7:4; 46:8; 61:4; 78:14; 80:8; 82:3; 88:16 <b>talked</b> [6] 15:21; 50:8; 66:16; 70:15; 81:5, 15 <b>talking</b> [6] 5:12; 7:2, 15; 9:16; 37:2; 82:5 <b>talks</b> [1] 6:19 <b>task</b> [2] 33:12; 44:13 <b>taxes</b> [2] 16:15; 82:9 <b>taxpayers</b> [1] 82:9 <b>taylor</b> [4] 3:22; 4:19; 86:12, 13 <b>teacher</b> [1] 36:14 <b>teachers</b> [1] 20:11 <b>team</b> [1] 44:3 <b>tears</b> [1] 68:15 <b>technical</b> [1] 76:14 <b>ten</b> [3] 14:1; 75:10; 84:10 <b>terrible</b> [1] 84:1 <b>tess</b> [1] 4:16 <b>testimony</b> [1] 4:6 <b>texas</b> [1] 40:16 <b>thank</b> [55] 5:3, 8; 10:3, 6; 16:16; 20:2, 15; 22:3; 23:15; 26:6, 7; 28:22; 29:4; 30:17; 33:4, 15; 35:16; 38:11; 40:5; 43:5, 8, 11, 12, 14, 16, 18, 22; 45:10; 47:5; 49:11; 50:22; 52:13; 54:18; 55:14; 56:9; 57:14; 62:8; 64:13; 67:2, 5; 69:7; 72:21; 74:2, 21; 76:15; 79:1, 7; 82:11, 19; 83:15, 17; 84:10; 87:22; 90:4, 22 <b>themselves</b> [1] 85:11 <b>thick</b> [1] 38:5 <b>thirty</b> [1] 72:4 <b>thousand</b> [2] 14:1; 62:21 <b>thousands</b> [2] 41:1; 86:21 <b>threatened</b> [1] 21:7
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<p><b>three</b> [5] 8:10; 12:7; 45:17; 64:1; 67:22 <b>thrilled</b> [1] 76:12 <b>throughout</b> [5] 24:1; 30:6; 35:9; 39:1; 75:20 <b>tim</b> [5] 2:19; 3:10; 45:19; 69:8 <b>time</b> [25] 1:12; 5:7; 8:11; 9:12; 12:10, 12, 13, 19; 14:1; 16:16; 17:1; 18:9; 22:21; 26:22; 31:14; 39:8; 43:2, 15; 44:21; 56:7, 16; 67:15; 73:6; 74:13; 85:5 <b>times</b> [7] 30:4; 55:17; 58:14; 60:22; 66:6; 79:19; 87:7 <b>timothy</b> [4] 2:7; 20:16; 45:11 <b>tioga</b> [1] 67:19 <b>tires</b> [3] 15:2, 7; 55:22 <b>title</b> [1] 19:18 <b>titles</b> [1] 36:10 <b>today</b> [5] 5:19; 34:8; 36:11; 57:7; 69:17 <b>together</b> [3] 17:2; 41:2; 77:22 <b>tonight</b> [30] 5:8, 21; 6:12; 7:22; 8:7, 12, 18; 10:5, 10; 12:22; 23:18; 26:8, 13; 29:15, 22; 36:6; 43:17; 45:12; 47:11; 51:5, 15; 64:21; 72:7, 21; 74:20; 76:10; 79:4; 83:1, 8, 12 <b>tonight's</b> [1] 6:1 <b>top</b> [3] 32:16; 64:3, 4 <b>topping</b> [1] 48:17 <b>torn</b> [1] 15:8 <b>total</b> [4] 17:13; 23:7; 58:14; 60:1 <b>totality</b> [1] 29:20 <b>toted</b> [1] 46:3 <b>tourism</b> [2] 42:10; 87:16 <b>tourist</b> [1] 37:13 <b>toward</b> [2] 37:17; 85:8 <b>towards</b> [1] 47:5 <b>tower</b> [1] 64:3 <b>town</b> [1] 84:2 <b>towns</b> [1] 58:18 <b>township</b> [31] 13:4, 9; 29:6, 7, 17,</p>	<p>18; 30:1; 33:19; 38:15, 17; 39:14, 16; 40:8; 47:8, 10; 51:2, 9; 52:17; 54:20; 55:1; 60:14, 18; 64:17; 73:14; 78:4; 80:6; 84:20, 22; 86:1, 14; 89:6 <b>townships</b> [3] 25:21; 30:13; 76:11 <b>track</b> [1] 80:7 <b>tractor-trailer</b> [2] 65:4, 15 <b>tractor-trailers</b> [1] 65:12 <b>traditionally</b> [1] 27:13 <b>traffic</b> [2] 27:8; 66:10 <b>tragedy</b> [1] 49:6 <b>trail</b> [180] 7:10, 13, 15; 9:6, 9, 12; 13:7, 12, 14, 18; 14:2, 10, 21; 15:21; 16:6; 17:15, 19; 18:3, 5, 7, 10, 11; 19:1, 11, 12, 22; 20:8, 9, 13; 21:2, 20; 24:7, 10, 13, 14, 20, 21; 25:3, 4, 15; 26:18; 28:1, 10; 29:2, 20; 30:9, 14; 31:13; 32:8, 9, 12, 13; 33:1, 10, 14; 35:9; 36:17, 21; 37:12, 22; 38:2, 8, 19; 39:3, 22; 40:3; 41:14, 15, 17, 19, 22; 42:3, 11; 43:1; 44:5; 45:15, 18, 22; 46:3, 6; 47:12; 48:5; 49:19; 50:1, 2, 5, 12, 15, 19, 21; 51:16, 18, 22; 52:3, 9, 18, 19, 21; 53:1, 2, 5, 9; 54:1, 4, 5, 8, 17; 55:4, 17; 56:8; 57:12, 20; 58:12, 14, 17, 20, 21; 59:6; 61:5, 7; 63:15; 64:7, 8; 66:4; 67:20, 21; 68:4, 12; 69:10, 11, 15; 70:20; 71:5, 7, 13, 16; 74:1; 75:9, 15, 17, 20;</p>	<p>76:11, 22; 77:5, 11; 78:7, 9, 20; 79:9; 81:12, 14; 83:21, 22; 84:8, 21; 85:6, 10, 11; 86:8, 11; 87:1; 88:10, 12, 18; 89:2, 7, 20; 90:3 <b>trailer</b> [1] 82:4 <b>trails</b> [48] 5:13; 18:5; 19:10, 17; 24:4, 15; 28:16; 30:5; 37:4, 17; 41:14; 45:3; 50:13; 53:3, 5, 18; 54:4; 55:13, 18; 58:5, 8; 59:20; 64:22; 65:5, 18; 66:14; 67:18, 19; 68:2, 6, 8, 17, 22; 70:12; 75:7, 10; 76:1, 7; 77:6; 78:22; 80:17; 81:4, 13; 88:9; 89:15, 18 <b>transcript</b> [1] 92:6 <b>transferred</b> [1] 42:19 <b>transformation</b> [2] 27:2, 7 <b>transformed</b> [1] 42:15 <b>transition</b> [1] 39:12 <b>transmission</b> [1] 61:8 <b>transportation</b> [7] 1:16; 5:17; 32:17; 47:2; 60:2; 70:21; 82:15 <b>trash</b> [4] 29:18; 54:1; 59:9; 89:19 <b>travel</b> [2] 28:6, 21 <b>traveled</b> [1] 67:18 <b>traverses</b> [2] 52:22; 54:22 <b>treasure</b> [1] 68:20 <b>tree</b> [1] 61:11 <b>trees</b> [1] 61:10 <b>tremendous</b> [4] 12:14; 68:17; 74:5, 10 <b>trespassing</b> [1] 64:8 <b>tried</b> [3] 9:22; 15:12, 16 <b>trip</b> [1] 85:7 <b>tripods</b> [1] 81:8 <b>trouble</b> [2] 5:7; 53:17 <b>troy</b> [4] 1:18; 9:17; 11:20; 73:9 <b>truck</b> [4] 65:9, 11; 78:17; 82:4</p>	<p><b>trucks</b> [4] 34:10; 35:1; 66:11; 77:15 <b>true</b> [2] 38:6; 70:4 <b>truly</b> [1] 71:19 <b>trust</b> [4] 29:12; 46:9, 22; 57:18 <b>try</b> [1] 15:17 <b>trying</b> [1] 24:14 <b>tunnel</b> [4] 65:6, 8, 18, 19 <b>tunnels</b> [2] 66:7, 14 <b>turkey</b> [1] 36:17 <b>turn</b> [2] 9:21; 22:12 <b>turned</b> [1] 66:4 <b>twenty-eight</b> [1] 83:1 <b>twenty-ninth</b> [1] 72:3 <b>two</b> [21] 6:13; 12:21; 13:15; 26:9; 43:19; 45:12; 58:15, 22; 59:2; 65:11, 14, 20; 68:16; 71:8; 72:11; 79:2; 80:14; 82:15; 84:4; 85:4 <b>type</b> [2] 32:8, 19 <b>types</b> [1] 23:10</p> <hr/> <p>- U -</p> <hr/> <p><b>u</b> [1] 19:20 <b>unbelievable</b> [1] 73:21 <b>unbroken</b> [2] 20:13; 49:4 <b>under</b> [2] 17:20; 22:13 <b>undergone</b> [1] 26:22 <b>understand</b> [2] 21:18; 22:20 <b>understands</b> [1] 77:17 <b>undesirable</b> [1] 24:16 <b>undeveloped</b> [1] 42:8 <b>unexpected</b> [1] 11:12 <b>unfortunately</b> [3] 8:9; 17:1; 62:22 <b>unique</b> [4] 42:5; 45:4; 68:5, 21 <b>united</b> [1] 60:6 <b>university</b> [1] 40:16 <b>unlike</b> [1] 68:21 <b>unsuitable</b> [1] 10:1 <b>unwanted</b> [1] 59:11 <b>uphill</b> [1] 63:9</p>
---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------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<p><b>urge</b> [2] 57:13; 71:20</p> <p><b>used</b> [7] 14:22; 53:12; 54:5; 58:6; 62:17; 66:15; 88:15</p> <p><b>user</b> [4] 7:13; 9:7, 9, 12</p> <p><b>users</b> [3] 19:12; 28:15; 61:7</p> <p><b>uses</b> [4] 19:10; 27:3, 19; 64:7</p> <p><b>utilize</b> [1] 35:10</p> <hr/> <p>- v -</p> <hr/> <p><b>v</b> [1] 47:14</p> <p><b>valid</b> [2] 77:21; 83:3</p> <p><b>valley</b> [2] 32:10; 41:15</p> <p><b>valuable</b> [2] 39:4; 88:22</p> <p><b>value</b> [6] 22:2, 9, 19; 54:10; 78:13</p> <p><b>valued</b> [1] 79:14</p> <p><b>vandalism</b> [2] 18:20; 55:22</p> <p><b>various</b> [4] 42:3; 53:18; 67:10, 11</p> <p><b>vast</b> [2] 34:4; 83:10</p> <p><b>vehicle</b> [1] 18:19</p> <p><b>vehicles</b> [2] 15:9; 35:6</p> <p><b>venues</b> [1] 41:11</p> <p><b>vibrant</b> [1] 42:16</p> <p><b>vice</b> [1] 4:10</p> <p><b>vicki</b> [4] 5:15; 10:8; 11:15; 12:1</p> <p><b>victoria</b> [1] 1:17</p> <p><b>view</b> [2] 54:7; 59:21</p> <p><b>viewing</b> [1] 14:12</p> <p><b>views</b> [3] 22:17; 68:21; 90:18</p> <p><b>villages</b> [1] 58:18</p> <p><b>virginia</b> [11] 30:6, 7; 37:10, 11, 12, 16; 49:15, 21; 50:4, 15; 66:22</p> <p><b>vision</b> [2] 18:2; 60:7</p> <p><b>visions</b> [1] 68:5</p> <p><b>visit</b> [1] 54:4</p> <p><b>visited</b> [2] 30:5; 58:14</p> <p><b>visiting</b> [1] 37:8</p> <p><b>visitors</b> [1] 25:7</p> <p><b>vitality</b> [1] 76:3</p> <p><b>vocations</b> [1] 35:4</p> <p><b>volksmark</b> [2] 40:13, 14</p> <p><b>volunteer</b> [2] 29:11; 68:7</p>	<p><b>volunteers</b> [2] 18:4, 8</p> <hr/> <p>- W -</p> <hr/> <p><b>walk</b> [4] 11:18; 15:12; 47:22; 48:8</p> <p><b>walked</b> [2] 57:6; 81:15</p> <p><b>walkers</b> [4] 34:8; 53:22; 55:6; 56:1</p> <p><b>walking</b> [16] 40:12, 20, 22; 41:1, 10, 12; 43:3; 48:10; 59:8; 63:8, 18; 78:18; 81:22; 87:5; 88:18</p> <p><b>walks</b> [1] 41:5</p> <p><b>walkway</b> [1] 66:1</p> <p><b>wanting</b> [1] 18:12</p> <p><b>warm</b> [1] 28:19</p> <p><b>warming</b> [1] 71:12</p> <p><b>washington</b> [8] 5:18; 8:1, 15, 20; 34:6; 36:18; 50:18; 90:22</p> <p><b>waste</b> [1] 74:6</p> <p><b>wasted</b> [1] 74:15</p> <p><b>watch</b> [1] 79:6</p> <p><b>watchers</b> [1] 55:6</p> <p><b>watching</b> [1] 47:13</p> <p><b>water</b> [1] 59:16</p> <p><b>watershed</b> [1] 18:6</p> <p><b>weak</b> [1] 15:12</p> <p><b>wealth</b> [1] 76:7</p> <p><b>weather</b> [3] 10:4; 59:15, 18</p> <p><b>web</b> [1] 58:5</p> <p><b>week</b> [1] 57:4</p> <p><b>weekdays</b> [1] 59:15</p> <p><b>weekend</b> [2] 40:22; 59:12</p> <p><b>weeks</b> [3] 64:1; 84:4; 85:4</p> <p><b>weight</b> [1] 8:6</p> <p><b>welcome</b> [7] 5:10, 11; 6:14; 7:22; 8:13; 9:21; 79:12</p> <p><b>west</b> [6] 15:3; 30:6; 49:15, 20; 50:4, 15</p> <p><b>western</b> [1] 32:13</p> <p><b>westmoreland</b> [1] 67:20</p> <p><b>westward</b> [1] 34:15</p> <p><b>whatever</b> [3] 6:14; 15:3; 51:19</p> <p><b>wheelchairs</b> [1] 68:11</p> <p><b>wheelers</b> [4] 15:8; 77:15; 78:19; 89:19</p> <p><b>whole</b> [4] 15:22; 44:20; 52:13;</p>	<p>73:20</p> <p><b>wholesome</b> [1] 56:5</p> <p><b>whom</b> [2] 55:12; 68:11</p> <p><b>wide</b> [1] 28:12</p> <p><b>widen</b> [1] 63:7</p> <p><b>widespread</b> [1] 47:18</p> <p><b>wife</b> [3] 33:17; 35:13; 58:1</p> <p><b>wiker</b> [4] 3:6; 60:13; 64:20</p> <p><b>wild</b> [1] 61:19</p> <p><b>wildlife</b> [4] 21:1; 25:13; 61:19; 69:2</p> <p><b>will</b> [36] 7:18; 8:16, 21; 9:1; 10:1, 11; 11:20; 12:9, 12, 15, 19, 20; 13:1; 14:12; 17:5; 24:10; 25:5; 26:4; 34:14; 35:4, 6; 36:5; 38:21; 49:4; 53:16; 73:3, 9; 77:4, 9, 21; 83:14; 86:11; 87:15, 18; 90:1, 11</p> <p><b>william</b> [1] 4:17</p> <p><b>willing</b> [1] 9:8</p> <p><b>window</b> [1] 86:7</p> <p><b>windy</b> [1] 30:2</p> <p><b>wisdom</b> [1] 32:18</p> <p><b>wish</b> [2] 51:6, 22</p> <p><b>witnessed</b> [3] 37:14; 45:18; 65:10</p> <p><b>women</b> [1] 80:16</p> <p><b>wonder</b> [1] 66:9</p> <p><b>wonderful</b> [9] 10:5; 34:19; 39:22; 43:3; 46:5; 85:19; 88:9; 90:16, 22</p> <p><b>wondering</b> [2] 69:20; 89:17</p> <p><b>woods</b> [3] 68:16; 88:21, 22</p> <p><b>words</b> [1] 52:16</p> <p><b>work</b> [14] 19:7; 35:4; 45:19; 47:1, 5; 52:18; 64:6; 74:2, 10; 86:3, 6, 14; 89:20; 90:1</p> <p><b>work-out</b> [1] 87:13</p> <p><b>worked</b> [6] 29:12; 46:6; 52:21; 55:12; 60:18; 76:5</p> <p><b>working</b> [5] 9:6; 24:12; 29:9; 45:1; 87:13</p> <p><b>works</b> [2] 38:7;</p>	<p>89:22</p> <p><b>world</b> [1] 68:5</p> <p><b>worried</b> [1] 78:18</p> <p><b>worry</b> [1] 9:20</p> <p><b>worth</b> [1] 54:17</p> <p><b>worthwhile</b> [2] 53:6; 72:1</p> <p><b>writing</b> [2] 8:18; 79:13</p> <p><b>written</b> [5] 4:6; 7:19; 8:1, 3, 5</p> <p><b>wrong</b> [2] 16:10; 73:5</p> <hr/> <p>- X -</p> <hr/> <p><b>x</b> [3] 2:1; 3:1; 4:1</p> <hr/> <p>- Y -</p> <hr/> <p><b>yard</b> [2] 60:10; 77:11</p> <p><b>yards</b> [2] 59:10; 83:20</p> <p><b>year</b> [9] 27:6; 40:7, 22; 48:17; 54:14; 56:15; 57:1; 62:21; 87:8</p> <p><b>year-old</b> [1] 40:11</p> <p><b>years</b> [29] 13:17; 24:12; 30:3, 22; 31:8, 11, 16; 33:20; 37:1, 2; 40:19; 55:9; 60:15, 18; 61:9; 62:13; 64:5, 18; 65:20; 66:16; 67:10; 68:16; 69:17; 73:19; 75:19; 84:10; 86:16; 88:4</p> <p><b>yellow</b> [1] 12:10</p> <p><b>yield</b> [1] 27:16</p> <p><b>york</b> [34] 15:20; 19:11; 31:7; 32:9, 10, 14; 33:2; 34:6; 40:3; 41:15; 42:9; 45:18; 46:7; 54:5; 55:11, 12, 15, 17; 56:8; 57:20; 58:12, 13, 14, 17; 69:9, 10, 14; 71:22; 73:22; 77:5; 78:22; 85:7, 8, 12</p> <p><b>young</b> [9] 3:8; 64:10, 15, 16; 65:9; 71:14; 86:6; 90:6, 10</p> <p><b>youth</b> [6] 62:22; 63:12, 14, 18; 64:10, 12</p>
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